MASON'S
O.K. SAUCE
The Cold Meat Specialité

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

The Price of Eyesight
IS INJURED AND WORRY RESULTS IN HEADACHES, AND ILL-HEALTH GENERALLY.
WEAR SUITABLE GLASSES
N. LAZARUS.
OPHTHALMIC OPTICIAN,
25, Queen's Road Cl., HONGKONG.
Prescriptions accurately filled.

No. 19,188 號八十八百一千九萬一第 日五初月十年未己 HONGKONG WEDNESDAY, NOVEMBER 26TH, 1919. 三拜禮 號六廿月一拾年捌國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net
SHEWAN, TOMES & Co.,
General Managers.
[60

FURTHER REDUCTIONS
in PRICE of
LIQUEURS, GINS,
STOUT, &c.
in addition to
10 % DISCOUNT
ON ACCOUNT OF HIGH RATE OF EXCHANGE.
CALDBECK, MACGREGOR & Co.
13, QUEEN'S ROAD CENTRAL.
Telephone No. 75
[13

CARTRIDGES! CARTRIDGES! CARTRIDGES!
NEWLY ARRIVED.
SPORTING CARTRIDGES, 12, 16 and 20 bore. Loaded with E. C. Powder, a powder which gives universal satisfaction.
THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade.
[77

A. LING & CO.
19, QUEEN'S ROAD CENTRAL, Hongkong.
FURNITURE AND PHOTO GOODS STORE.
GLASS ETCHING, SIGN-BOARD AND MIRROR MAKER.
CANTON MARBLE IN VARIOUS SHADES.
Photographic Goods of Every Description in Stock.
DEVELOPING, PRINTING AND ENLARGING UNDERTAKEN.
TELEPHONE 1219.
[78

PEAK TRAMWAY COMPANY, LIMITED.
TIME-TABLE
WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15	minutes
8.00 "	to 9.30 "	" 10	"
9.30 "	to 11.00 "	" 15	"
11.30 "	to 12.45 p.m.	" 15	"
12.45 p.m.	to 1.15 "	" 10	"
1.15 "	to 1.45 "	" 15	"
1.45 "	to 2.15 "	" 10	"
2.15 "	to 5.00 "	" 15	"
5.00 "	to 8.00 "	" 10	"

NIGHT CARS.
5.50 p.m., 9.00 p.m., 9.30 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.
SATURDAYS.
Extra Car—12.00 Midnight.
SUNDAYS.

7.30 a.m.			
8.00 "	to 10.30 a.m.	Every 15	minutes
10.30 "	to 11.00 a.m.	" 10	"
11.30 "	to 12.00 noon	" 15	"
12.00 noon	to 1.00 p.m.	" 10	"
1.00 p.m.	to 5.30 "	" 15	"
5.30 "	to 6.00 "	" 10	"
6.00 "	to 6.30 "	" 15	"
6.30 "	to 8.00 "	" 10	"

NIGHT CARS.
As on Week Days.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.
JOHN D. HUMPHREYS & SON, General Managers.
[79

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after TUESDAY, SEPTEMBER 16TH, 1919, until further Notice (All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 1. A. Local. a.m.	No. 5 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 15 Through Express. p.m.	No. 17 Local. p.m.	No. 19 Local. p.m.	No. 21 Local. p.m.
CANTON (Tai Sha Tau)	dep.		7.30		8.25		3.30			
SHEK LUNG	arr.		8.40		11.07		6.45			
	dep.		8.45		11.17		6.50			
Shum Chun	arr.		10.22		1.00		8.20			
	dep.	7.27	10.30	8.10	6.30	11.45	8.25	5.56	5.56	6.11
Sheungshui	dep.	7.32	"	8.16	6.37	11.51	8.32	6.10	6.14	6.17
Fanling	dep.	7.37	"	8.21	6.43	11.56	"	6.15	6.19	6.21
Taipo Market	dep.	7.46	"	8.32	6.51	12.05	"	6.21	6.28	6.31
Taipo	dep.	7.52	"	8.37	6.59	12.09	"	6.27	6.33	6.35
Shatin	dep.	8.06	"	8.50	7.11	12.22	"	6.40	6.47	6.48
Yaumati	dep.	8.17	"	9.04	7.20	12.35	"	6.54	6.58	7.00
Hunghom	dep.	8.23	"	9.10	7.26	12.41	"	7.00	7.04	7.06
KOWLOON	arr.	8.26	11.10	9.13	7.29	12.44	7.25	7.03	7.07	7.09

(Sundays only. Sundays only.)

UP TRAINS

Stations		No. 4 Local. a.m.	No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 12 Local. a.m.	No. 14 Local	No. 16 Local. p.m.	No. 18 Through Express. p.m.	No. 22 Local. p.m.	No. 2 Local. p.m.
Last Ferry leave	H.K.	6.25	7.55	9.05	10.15	11.14	11.45 a.m.	1.05	2.45	4.05	6.00
KOWLOON	dep.	6.45	8.10	9.20	10.32	11.33	12.01 p.m.	1.12	3.00	4.12	6.25
Hunghom	dep.	6.50	—	9.25	10.37	11.37	12.04	1.22	—	4.16	6.19
Yaumati	dep.	6.57	—	9.32	10.43	11.43	12.09	1.28	—	4.22	6.25
Shatin	dep.	7.09	—	9.44	10.55	11.55	12.19	1.40	—	4.34	6.47
Taipo	dep.	7.22	—	10.00	11.09	12.09	12.35	1.53	—	4.37	7.01
Taipo Market	dep.	7.28	—	10.07	11.13	12.15	12.38	1.57	—	4.41	7.05
Fanling	dep.	7.37	—	10.13	11.22	12.24	12.47	2.07	—	4.44	7.14
Sheungshui	dep.	7.41	—	10.23	11.27	12.27	12.50	2.11	—	4.48	7.18
Shum Chun	arr.	7.46	8.50	10.32	11.32	12.32	12.55	2.16	4.50	4.53	7.23
	dep.	—	8.55	10.50	—	—	—	—	5.15	—	—
SHEK LUNG	arr.	—	10.35	1.52	—	—	—	—	6.35	—	—
	dep.	—	10.40	2.14	—	—	—	—	6.37	—	—
CANTON (Tai Sha Tau)	arr.	—	11.50	5.10	—	—	—	—	8.00	—	—

(On Saturdays only. Mondays excepted. Mondays only.)

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling	dep.	8.50	12.00	2.20	6.00	Shataukok	dep. 7.05	10.30	1.05	5.00
Shataukok	arr.	9.45	12.55	3.15	6.55	Fanling	arr. 8.00	11.15	2.00	5.55

R. BAKER, Manager.
[53

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.
Established 1836. Incorporated in Great Britain.
Total Assets exceed £17,000,000.
FIRE, LIFE, MARINE, MOTOR CAR, PLATE GLASS, FIDELITY, GUARANTEE AND LOSS OF PROFITS INSURANCE.
HONGKONG BRANCH. RIGBY H. P. KEWLEY, Acting Local Manager.
St. George's Building, Chater Road (2nd Floor).
Tel. No. 200.
[74

MITSUBISHI ZOSEN KAISHA, LTD.
(EX MITSUBISHI DOCKYARD & ENGINE WORKS).
A1., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers
Manufacturers of Contraflo Condensers, Special Manganese Bronze Castings
Parson's Steam Turbines and Turbo-Alternators, &c., &c.
NAGASAKI WORKS.
TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet.	350 feet.	714 feet.
Width of Entrance on bottom	77 "	53 "	85 "
Water on Blocks at Spring Tide	28 "	24 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.
KOBE WORKS.
TELEGRAPHIC ADDRESS:—"DOCK," KOBE.
FLOATING DOCKS.

	No. 1.	No. 2.	No. 3.
Lifting Power	7,700 tons.	12,000 tons.	16,000 tons.
Max. Length of Ship taken	460 feet.	580 feet.	670 feet.
Max. Breadth of Ship taken	56 "	86 "	98 "
Max. Draft of Ship taken	23 "	28 "	30 "

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.
HIKOSHIMA WORKS (Near Shimonoseki).
TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 363 feet 0 inch.
Breadth at Entrance on bottom ... 56 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 4 "
Floating Crane capable of lifting 30 tons weight.
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Order will be promptly attended to and Estimate sent on application.
[82

KAIPING COAL
FOR ALL
INDUSTRIAL AND HOUSEHOLD PURPOSES
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAY
FOR ALL INFORMATION APPLY TO
DODWELL & CO., LTD. QUEEN'S BUILDINGS HONGKONG. OR
KAILAN MINING ADMINISTRATION,
TIENTSIN, NORTH CHINA.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings:—Commencing from Monday, November 24th, during the docking of s.s. "SUI TAI" and until further notice, the following will be the running of the Macao Steamers.
To Macao—Daily at 9 A.M.
From Macao—Daily at 2 P.M. (Sundays excepted, at 4 P.M.).
Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.

KELLY & WALSH, LTD.

Source early the latest Annuals:—Boy's Own, Girl's Own, Chatterbox, Strang's Tiny Folks, Chums etc. etc.

Thirty Thousand Miles in China by C. E. Edmunds	$ 30
Squirrel among the Chinese, by C. E. Edmunds	.30
More Translations from the Chinese, by Arthur Waley	2.00
The Mastery of the Far East. Korea's Transformation and Japan's Rise to Supremacy. By A. J. Brown	15.00
Foreign Financial Control in China, by T. W. Overlach	4.00
THE CHINA YEAR BOOK 1919-1920	10.00

NEW FICTION. $1.75 each.

Desire and Daylight, F. E. Penny.
The Red Lane, Jack London.
A Man and His Lesson, W. B. Maxwell.
His Majesty's Well-Beloved, Baroness Orczy.
The World of Wonderful Reality, Temple Thurston.
Beaumaroy Home from the Wars, Anthony Hope.
The Steeplechaser, Nat Gould.
The Web of Dreams, B. de Vere Stacpoole.

Boche and Bolshevik, by Hereward T. Price	$ 4.00
History of the World War, with Chronology of Important Events	.50
Heartbreak House, Great Catherine and Playlets of the War, by Bernard Shaw	5.00
Spiritualism and Sir Oliver Lodge, by C. A. Mercier	1.75
If I were your Father, by Seymour Hicks	2.25
Sir Stanley Maude and Other Memories, by Mrs. Stuart Menzies	2.50
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The Malory Verse Book	4.00
A Musical Motley, by Ernest Newman	5.00
Border Ghost Stories, by Howard Pease	5.00
Peace Making at Paris, by Sisley Huddleston	5.00
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Masterlinck's Dogs, by Georgette Masterlinck	4.00
Textiles, by Paul Nystrom	4.00
Lockwood's Builder's Price Book 1919	2.75
Practical Aviation, by J. Andrew White	2.50
Vacuum Tubes in Wireless Communications, by Elmer Bucher	2.50
The Marine Oil-Engine Handbook	1.75

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
"CITY OF NEWCASTLE."
having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Hazardous and/or extra Hazardous Godowns of Holts Wharf, Kowloon, where delivery may be obtained.
"New Chum" will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 30th November will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 7th December, 1919, or they will not be recognised.
All Broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on ANY TUESDAYS & FRIDAYS between the hours of 10.45 A.M., and NOON, within the free storage period.
No Fire Insurances has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents,
Hongkong, November 23rd, 1919. [1562

INDO-CHINA STEAM NAVIGATION CO., LTD.
NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CHAKSANG"
having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by Nov. 19th, will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, after which they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, November 24th, 1919. [1565

FRENCH LESSONS
G. MOUSSION,
15, MORRISON HILL ROAD.
[7

NOTICE TO CONSIGNEES
OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer
"KNIGHT TEMPLAR"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Nov. 24th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Dec. 1st, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Dec. 15th, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, November 24th, 1919. [1566

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.
STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.
Through Bills of Lading issued for Batavian, American, Continental, and South African Ports

THE Homeward Mail Steamer
"DILWARA"
carrying His Majesty's Mail, will be despatched from this port about DECEMBER 16TH, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.
Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.
Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc., Apply to—
MACKINNON, MACKENZIE & Co.,
Agents,
P. & O. S. N. Co
Post Box 112,
22 Des Voeux Road Central.

HOTELS

THE HONGKONG HOTEL CO., LTD.
OPERATING:—
THE HONGKONG HOTEL
HOTEL MANSIONS,
THE REPULSE BAY HOTEL
(To be opened January 1st, 1920).
J. H. TAGGART
Manager.
[14

KING E[illegible]ARD HOT[illegible]
CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone No. 872.
Tel. Address: "VICTORIA."
J. WITCHELL,
Manager.
16

THE PEAK HOTEL.
1,500 feet above sea level.
15 minutes from landing stage.
Under the Management of
MRS. BLAIR.

THE VICTORIA HOTEL, CANTON.
Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr. and Mrs. GEO. E. EYLES.
73

MITSUBISHI SHOJI KAISHA, LTD.
(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.
Sole Proprietors of
TAKASHIMA, OCHI, MUTARE, KISHIDAKE, YOSHINOTANI, HOJO NAMAZUTA, SAYO, SHINKEW KANADA, KAMIYAMADA, BIBAI OYUBARI Coal Mines.
Agents for SAKITO Coal.
HEAD OFFICE:—TOKYO.
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Cable Address:—
HONGKONG, "IWASAKI."
HAIPHONG, CANTON, "IWASAKIBAL."
Codes:—A1, A.B.C. 5th Ed., Western Union and Bentley's.
AGENCY FOR:—THE OSAKA MARINE AND FIRE INSURANCE CO. LTD., Osaka.
For particulars apply to—
S. SAYEKI, Manager,
14 Pedder Street, Hongkong.

MOUTRIE'S PIANOS

TO

HIRE

FROM

$10

Per MONTH.

TUNING AND REGULAR ATTENTION

INCLUSIVE.

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For Dress occasions—



SUMMIT COLLARS
in quarter sizes.

Our stock is now replete with the most fashionable Men's Wear for Semi and Full Evening Dress.

The best makes are represented in our selection and we have a style and size in Collars, Ties, Shirts, Gloves, Waistcoats and Socks, to suit every taste.

Every article is thoroughly reliable, not only in fabric, but in cut, make and finish.

MACKINTOSH

& CO., LTD.,

Men's Wear Specialists,

16, DES VŒUX ROAD. Telephone 29.

[9

If you happen to want a Cigar make a point of calling at the undermentioned store where you will get the pride of the Philippines the "IMPERIO DEL MUNDO" & "EL PALACIO" at the cheapest rate obtainable owing to favourable exchange.

THE HONGKONG CIGAR STORE

CO., LTD.

Hotel Mansions.

Tel. 151.

IF YOU ARE A HAMMOND USER

you need not buy a new typewriter when the type get worn; new sets of type are inexpensive, and can be put on in 30 seconds.

Two sets of type are provided with each machine, others to any quantity may be purchased separately.

Simply by turning a wheel, you may change from English to Russian, from Gothic type to Copperplate, or a whole variety of others. There are over 300 varieties of type produced for use on the Hammond typewriter. All or any may be used by any one machine.

This is but one of the many unique features of the HAMMOND TYPEWRITER let us demonstrate to you its further advantages.

Messrs. BREWER & CO.,
(Sole Agents: Hongkong).

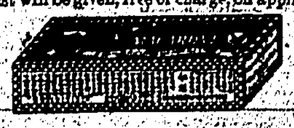
[1106]

TO MAKE A DAINTY MEAL.

Buy "ROOSTER BRAND" Macaroni, Vermicelli, Egg-Noodles, Paste Stars and other kinds of Soup Stuffs from us. All our Paste Products, made in a new, well-ventilated and modern style Factory, are pure, wholesome and of excellent quality.

Obtainable from all our Agents everywhere.

Samples and Price List will be given, free of charge, on application to our Head Office.



THE HING WAH PASTE MFG. CO., LTD.

HEAD OFFICE: Nos. 47 & 48, Connaught Road Central, Hongkong, Tel. No. 2230.

BRANCH OFFICE: Nos. 430 and 431, Nanking Road, Shanghai, China.

LEGISLATING BY REGULATIONS.

BUREAUCRACY AMONG GOVERNMENT SERVANTS.

"WE MUST NOT LOSE OUR DEMOCRATIC RIGHTS."

The *Straits Times*, November 13th., says:—

We note that at a recent meeting of the Hongkong Legislative Council there was a somewhat keen discussion on the powur given to the Executive to make regulations under the ordinances which the Council has passed. The point is of very considerable importance in all colonies, and, indeed, in connection with all Legislative bodies. As we understand the complaint of certain members of the Hongkong Council, it is this: that the mere skeleton of a law is passed by the Council and that thereafter "the Governor-in-Council" covers the skeleton with flesh, in the form of regulations, and may pick bits of the flesh off, and put others on when it pleases him. We do not doubt that the system of legislating by regulations may be very seriously abused; and that a great deal more might be put into bills than is put in. It is literally a fact that one may read a good many ordinances here, and no doubt in Hongkong also, without having more than a vague general idea of what the law is. For interpretation of the law one must go to regulations, and there are cases, we believe, where regulations have been amended dozens of times, so that one is ignorant of the law until the original act of the legislature, and every regulation made thereunder, has been carefully studied; and long periods may elapse during which regulations which have been passed are available only on separate scraps of paper or are buried away in official *Gazettes*. Ignorance of the law is no excuse for breaking it. That is a favourite maxim among those who make and enforce laws, but it is not very fair to the public. Justice requires that ease of access to the law shall be granted to the public which has to obey, and when a law is complicated by a score of regulations it certainly is not easy of access. A reform of almost incalculable value would result if it were a fixed principle never to issue amendments to regulations separate from the regulations as a whole. What we mean is that if any amendment is made to any regulations under any ordinance it should be embodied in a full print of the whole of the regulations made for that ordinance, and, as far as possible, all old prints of the regulations should be recalled. The anti-regulationists at Hongkong wished to withdraw all power of making regulations from the Governor-in-Council and to embody everything in a schedule to the ordinance, whatever it might be. But that, we think, was carrying protest too far. It would mean that for even the most minute change in the form of a regulation there would have to be the whole tedious process of an amendment of the ordinance, and the last state might be worse than the first.

A Governor's power is not final and absolute. When regulations have been made they must be laid upon the table of the Council, and it is in the power of any member to challenge them just as effectively as could challenge any proposal to amend an ordinance. There is a great deal of truth in what the Governor, Sir Reginald Stubbs, said as to the difficulty of formulating regulations in a legislative body, and as to the greater accuracy and clearness obtained by drafting in private. Therefore, we are inclined to think that a more temperate form of protest than has been made in Hongkong would be more effective. The principle of legislating by regulation is probably sound—it is being resorted to very largely indeed in legislation at Home and also, we believe, in the self-governing Colonies. What has to be guarded against is an abuse of this power! An executive responsible for introducing legislation is always anxious to secure passage with the least possible opposition. Therefore it is tempted to proceed on the mere skeleton principle. Take an illustration which has been used in Hongkong. An enactment was passed there sometime ago requiring all men between the ages of 18 and 55 to serve in a Hongkong defence force. The *Daily Press* says: "It was impossible to form any idea of the Government intentions beyond the broad fact that all males of British race were required to serve." Nothing in the bill indicated the amount of the service or the liabilities of the men. All that and much else was left to regulation. This, we think, is abusing a sound principle. In such a case the power of making regulations is no doubt essential, but there is no reason why the bill should not cover a great deal more than it did, so that in the law itself there would be some definite indication of what is required. Executives, eager, as we have said, to get a bill passed easily cut it down to bare bones and a phrase here and there may give powers far in excess of what those who passed the measure had in contemplation. The attitude of members of a legislative body should be to make the law as full and as clear as possible, leaving only a minimum of purely detail matter to be covered in regulations. That an executive will resist follows almost as a matter of course. All personal Government tends to become bureaucratic. The average visitor to a Government office will find that from the tambys upwards there is an air of exclusive privilege. The humblest visitor to such an office has as much claim to respectful treatment as the director of a public company would have on the company's premises. The citizen is the employer of the public servant, but the public servants get into a habit of treating the public as a feudal lord might treat his serfs. They preen themselves on being a class apart, whereas they have no authority apart from those they become prone to snub and ignore. And the tendency to draw all power into their own hands, just as if in very truth they were heaven born with a divine right to rule, is one that ought to be resisted. It should be done judiciously and carefully. The Government servant, who is an expert at his job, is just as much entitled to consideration as any other expert in any other service, to no more and to no less. We must not lose our democratic rights under any system of bureaucracy.

(Continued at foot of next column.)

OUR PLEDGE TO RUSSIA.

COL. J. WARD, M.P., ASKS FOR THE FACTS.

Colonel J. Ward, M.P., speaking on October 15th., the National Liberal Club on Russia, said the Allies had only partly fulfilled their definite promises to the Russia people to destroy Bolshevism. "But," ejaculated Colonel Ward, "God save me from Allies if ever I am in such trouble as Russia was and they cannot make up their minds to keep their promises." (Applause.) In spite of conflicting interests between Allied Powers, the British and Allied Forces which eventually reached the Urals had done splendid work. Still, promises were made to Russia, and we saw now how they were being redeemed, or rather, not redeemed. He could have understood all the discussion which had taken place on public platforms and in the English newspapers since he returned home if it had been a question of intervening in Russian affairs, but at this time it went beyond that—it was a question of fulfilling pledges, and whether promises made by the Allies were worth the paper they were written on. It was, in his opinion, almost criminal in such circumstances to leave the Russian people to the terrorism by which they were surrounded. He was astonished to read of Sir John Simon declaring that we must withdraw our 140,000 British soldiers. Why, if England had only sent 40,000 soldiers out when needed, the Soviet Government would have disappeared altogether.

SIR J. SIMON'S WANT OF KNOWLEDGE.

Then Sir John had said America declined to have anything to do with the Russian problem. Such ignorance was remarkable. He was surprised Sir John Simon had not at least attempted to make himself acquainted with the facts. America had had the greatest number of forces of the Allied Powers there, but they were on the east side of Russia. The interests of America, with those of Japan, lay there more than in the north.

"It is not my duty to criticise our Government or to interfere in official affairs," said Colonel Ward, "especially as I have not yet been 'demobbed'—(laughter)—but I declare most emphatically that I think the facts which have led to our withdrawal, and the reason why the efforts which we set out to make in furtherance of our pledges have not been so successful as intended, should be clearly placed before the public at home—I hope to do my share in the matter in Parliament. If the facts were known about Admiral Koltchak and his policy and influence, for instance, by the public at home, I am sure they would not have taken up such an antagonistic attitude towards him. The public have been ill-informed or misinformed, and I am afraid that if our promises are not fulfilled in the future, the wonderful Russian Empire and its wonderful people must become a hostile rather than a friendly Power towards Great Britain.

CEYLON AND SELF-GOVERNMENT.

LORD MILNER RECEIVES INFLUENTIAL DEPUTATION.

Viscount Milner received the Reform Deputation at the Colonial Office on October 15th. With him were:—Sir George Fiddes, K.C.M.G., C.B., Permanent Under-Secretary of State for the Colonies, Mr. G. E. A. Grindle, Assistant Under-Secretary of State, and Mr. Cowell. The Deputation consisted of Mr. H. J. C. Pereira, Mr. D. B. Javatillake, Dr. W. A. de Silva, Professor D. M. de Z. Wickramasinghe, Rev. Father D. J. N. Perera, O.M.I., and Dr. V. Gabriel.

Mr. Pereira—as spokesman—introduced the delegates. Upon Lord Milner's invitation he stated the case for reform in Ceylon. Rapidly surveying the past history of the Island, with its culture, and civilisation and institutions of a representative character under the Sinhalese Kings, he referred to the constitutional changes recommended by Sir Alexander Johnstone and the Royal Commission of 1831. He quoted facts and figures proving that vast progress had since been made in material prosperity, but that progress would have been ten times greater under a less autocratic Government. He dwelt on the present educational position, quoting the report by Mr. Sharp, the Educational Commissioner recently sent to Ceylon by the Indian Government, and described generally the harmonious relations between the different sections of the people. He contended that the people of Ceylon had now reached manhood, and that the constitution must be changed to meet the changed conditions. They demanded principally an enlarged Legislative Council with an elected majority; election on a territorial basis; a general electorate with the reservation of seats to secure the representation of minorities; half the members of the Executive Council to be unofficial Ceylonese. He urged that Ceylon was entitled to a larger measure of self-government than India.

LORD MILNER'S REPLY.

Lord Milner—after a few questions regarding the franchise—said the Deputation would not expect him to make a long statement on that occasion. He would give careful consideration to the views placed before him. He thanked Mr. Pereira for his full and clear statement. He had been corresponding with the Governor on the reforms, and had thought the matter of sufficient importance for personal discussion. He asked the Governor to come to England, and expected his arrival at no distant date, when he would go fully into the matter.

FAR EASTERN NEWS

[ASIATIC NEWS AGENCY.]

JAPANESE LOAN TO BE REPAID BY BRITAIN.

PEKING, November 17th.

A private cable from London dated November 13th. states:—

It is reported that owing to the rather incompatible demands of the Japanese Government and bankers, the British Government have decided to repay the 100,000,000 yen Treasury Bonds Loan to Japan on December 15th. next in gold. In view of the existing high cost of living in England and the unsatisfactory financial conditions after the world-war, the news of the repayment of Britain's international debt in cash has, I am informed on good authority, startled the Japanese officials and business-men.

This controversy between the British and the Japanese bankers over the repayment of British Bonds which were contracted in Japan during the war chiefly for the payment of military articles purchased in Japan by the British Government, bears great significance for China because the development of the vast natural resources of this country depends upon the harmonious co-operation of the British, Japanese, French, and American financiers and bankers. The insistance of the Japanese bankers for the acceptance of their demands has cast a bad impression also upon the Anglo-Japanese Alliance.

THE ANGLO-JAPANESE ALLIANCE.

PEKING, November 17th.

A cable from New York of November 9th. states:—

It is reported in trustworthy circles that Mr. Hughes, the Premier of Australasia, in conjunction with Admiral Jellicoe, has sent in a confidential report to the British Government dealing with various questions in connection with the proposed continuation or renewal of the Anglo-Japanese Alliance. Neither Mr. Hughes nor Admiral Lord Jellicoe views with favour the renewal of the Alliance, but, at the same time, they do not advocate an Anglo-American *Entente* and a big British Fleet in the Pacific. Dr. Jung Kuei, Charge d'Affaires, is of the opinion that the report is of interest to China who is a neighbour of both Britain and Japan.

FATE OF OMSK.

HARBIN, November 17th.

Great anxiety is expressed here about the real situation in Omsk and other cities in western Siberia because there is very scanty information available. There is no doubt that Admiral Kolchak is at the front directing the operations, but it is doubtful if he will be able to hold it against the "Reds" who are concentrating their best efforts to capturing the capital of the young Government of Siberia. With the exception of military men and those in military employ, all Civil Government establishments and residents are being transported to Irkutsk under very difficult conditions. Thousands of Siberians are leaving Omsk daily for Irkutsk. Owing to the lack of proper means of transport and accommodation, the conditions of these immigrants are deplorable. Over one thousand Chinese merchants and others have been transported from Omsk to Eastern Siberia *en route* for Manchuria, but the Chinese Consul-General, Fan Kuang-chi and all the other Allied representatives will remain in Irkutsk for the present until further developments.

ADMIRAL KOLCHAK'S PLAN.

HARBIN, November 16th.

In connection with the military situation in Western Siberia, military experts are of opinion that Admiral Kolchak is in perfect control of the situation and that his present strategy is to drag the "Reds" to Eastern Siberia as far as possible, and then, with the assistance of the Japanese troops, crush them in a decisive battle.

CHINA AND JAPAN.

SHANGHAI, November 17th.

According to Japanese press messages from Peking, General Chin, the new Premier of China, has expressed his willingness to open direct negotiations with Tokio provided that Japan takes the initiative and does not force China to sign the German Peace Treaty previous to the completion of the Sino-Japanese negotiations about Shantung. Further, the Chinese Government suggests that Japan should, at an early date, announce its intention of withdrawing Japanese troops and civil administration along the Shantung railway in favour of the Chinese.

CHANGCHUN INCIDENT.

MUKDEN, November 18th.

The last conference between General Chang Tso-lin and the Japanese Consul-General, concerning the settlement of the Sino-Japanese incident at Changchun, took place a couple of days ago and it is reported that the Japanese demand asking an apology from Chang has been withdrawn.

DANGEROUS PROPAGANDA IN SHENHSI.

KAIFENGFU, November 14th.

A large number of pamphlets giving details of the "Lang Tou-hui" or Wolf-Head Society have reached Kaifengfu. They came from the Shenhsi and the Kansu provinces and are in both Chinese and Japanese and are intended for the consumption of the Chinese Mohammedans in north-west and central China. They incite the Mahommedans to declare themselves "independent" of the Peking Government. Serious charges are made against the Chinese of ill-treatment.

According to a prominent Mohammedan resident, the influence of the Lang Tou-hui in Kansu, Shenhsi and HsinHang provinces is great, and it is feared that, unless the Peking Government adopts precautionary measures against the dangerous propaganda, the evil will spread to Honan and other provinces in central and north China and the ultimate result will be a second Mohammedan rebellion in the north-west of China like the one suppressed by the late Marquis Tso Chung-tang in Shenhsi and Kansu about forty years ago. According to this informant, the present movement which consists of Radical Mohammedans is more serious than the Mohammedan rebellion of forty years back, chiefly because there is foreign influence behind it. It is reported that the Lang Tou-hui has now over two million followers or believers in the Shenhsi and Kansu provinces not counting those in Honan and other provinces, and that they are well supplied with modern arms and munitions.

WAITING TO GO TO MECCA.

PEKING, November 19th.

The Governor of Hsinkiang telegraphed to the Government asking whether it is possible for Chinese Mohammedans in the Hsinkiang, Kansu, and Shenhsi provinces to proceed to Mecca as hundreds of Mohammedans are waiting for word from Peking to leave Chinese territory for Arabia. The Government replied that until the Turkish question is completely settled by the Supreme Council in Paris, it is unsafe for Chinese Mohammedans to proceed to any part of the Ottoman Empire.

BATTLE OF BANKS.

PEKING, November 19th.

In connection with Mr. Hsu En-yuan's scheme for the formation of a Sino-American bank for promoting commerce between China and the United States and also for partaking in financing the Chinese Government, Baron Okura, head of the famous Okura firm in Japan now on a visit to north China, proposes to establish a Sino-Japanese bank with a capital of twenty million Yen to be subscribed equally by Japanese and Chinese shareholders. The name of the new Sino-Japanese Bank will be the Chung-Jih Yin-hong or China-Japan Bank whose chief business will be to furnish funds for the development of the industries of this country and to act as a medium for the negotiation of Japanese loans. On the Chinese side, Mr. Tsao Ju-lin, Liu Chung-yu and other high Government officials are interested in the scheme. Baron Okura is visiting Tientsin at present.

Mr. Bruce and other American financiers will be introduced to President Hsu, Premier Chin and Marshal Tuan Chi-jui by Hsu En-yuan probably to-morrow.

A COUP D'ETAT.

HARBIN, November 18th.

According to official advices from both Irkutsk and Vladivostock, the combined *coup d'etat* attempted by the Czecho-Slovak General Gaida and Mr. Derber failed miserably. Derber has succeeded in making good his escape, but Gaida is now in the hands of the Allies at Vladivostock who will probably hand him over to the Omsk Government for trial shortly on a charge of mutiny.

General Gaida openly advocated co-operation with the Bolsheviks against Omsk if Admiral Kolchak did not vote in favour of the establishment of a new Government in Siberia.

CHINESE CABINET DEADLOCK.

PEKING, November 19th.

Owing to the deadlock over the nomination of Cabinet Ministers, especially over Mr. Chow Tse-chi's appointment to the portfolio of Finance, it is stated that Marshal Tuan will give a dinner to General Chin and the leading members of the An-fu Club this evening to enable them to arrive at a compromise. In the event of the meeting proving abortive, the Premier proposes to take over the portfolio of Finance himself, and promote General Tien Wen-lieh, Tartar-General of Chahar, to the Ministry of War, whose vacancy at Kalgan will then be given to General Hsu Shu-chen who is expected from Urga early next month.

CONSTITUTIONAL REVISION IN AUSTRALIA.

DRASTIC STEPS BY PORT DARWIN RESIDENTS.

LONDON, October 20th.

A Reuter telegram from Melbourne reports that a meeting of citizens of Port Darwin in the Northern Territory has passed resolutions declaring that the system of administration by an Advisory Council is abortive and demanding the resignation of Judge Bevan, Mr. Carey, Director of the Territory, and Mr. Evans, the Government Secretary.

A further resolution requested that the officials mentioned should leave Port Darwin by the first steamer, which, it is reported, they agreed to do so as to avoid a revolution.

The correspondent adds that the residents of the Northern Territory have long complained that while having to pay taxes they have no votes. They now demand a Provisional Council.

Mr. Glynn, Minister for Home and Territories, has telegraphed to the Port Darwin authorities that the Government disapproves of the proposal that the officials should leave the territory at the discretion of the residents. Proper measures would be taken to maintain law and order.

HONGKONG'S NEW REGIMENT.

ARRIVAL OF THE WILTSHIRES AFTER ROUGH VOYAGE.

Hongkong's new regiment, the 2nd. Battalion of the Wiltshire Regiment, arrived on the *Tranos Montes*, a Portuguese vessel used as a transport, which put into port about 11 a.m. yesterday. The vessel was immediately berthed in the Naval Camber and the men were landed at 12.30 p.m. and sent to Murray, Mount Austin and Victoria Barracks. Fifteen officers have been housed in Murray Barracks while the rest are temporarily residing at the Peak Hotel. The regiment comprises 670 men and 24 officers, and is under the command of Lieut.-Col. J. R. Wyndham. There are 24 married men with families. It will be interesting news to the residents of Hongkong to learn that the regiment has a band of its own, fifty strong, under Bandmaster Easton.

The regiment consists of young men who have seen active service in France. Several of the officers and men have won their decorations on the battlefield. Previous to embarkation, the regiment was stationed at Chisledon, near Swindon.

The transport was expected to arrive in harbour early on Sunday morning, but was unable to do so owing to the high seas which she encountered on Friday morning. In fact, the crew declare that it was the fiercest gale they had ever encountered. The vessel left Tillbury just five weeks ago and the voyage was an enjoyable one until after leaving Singapore, when the heavy gale was struck on Friday morning. The Captain and the crew worked like Trojans, but great havoc was caused on board. Several of the boats were badly damaged, and the deck was littered with broken gear of all description. One of the midship boats was lost altogether and the bulwarks of the hospital were smashed. On the promenade deck, which had been converted into apartments, the waves rose to the level of the tables. Another great difficulty the ship had to contend with was the breakdown of the wireless which prevented communication with others. Numerous ships which the transport passed on its way to Hongkong were also seen to be in distress while a tramp vessel, which wirelessed for help, could receive none as the transport herself was in difficulties.

The following are the officers of the new regiment:—

Lieut.-Col. J. R. Wyndham.
Major C. A. Law.
Major A. W. Timmis.
Major G. Le Huquet.
Major R. P. Culver.
Capt. P. S. L. Beaver, M.C.
Capt. A. S. Hooper.
Capt. A. H. Bleckly.
Capt. and Brevet-Major G. F. E. Rapson, D.S.O.
Capt. E. L. Betts.
Capt. P. P. Legg, M.C.
Capt. J. D. James, M.C.
Lieut. J. M. Dodington.
Lieut. H. R. Hicks.
Lieut. R. M. P. Beaven.
Lieut. A. L. Samut, M.C.
Lieut. J. H. Peacock.
Lieut. C. Sargeaunt.
Lieut. D. P. Hannam.
Lieut. A. E. M. Welsford, M.C.
Lieut. A. R. Moore, M.M.
2nd-Lieut. H. Anderson.
2nd-Lieut. H. J. Farmer.
Capt. and Quartermaster E. O'Hanlon, M.C.
Bandmaster Easton.

COLLECTION FOR SIBERIAN REFUGEES.

Boots and clothing have been received from the following, to whom the collectors offer their most grateful thanks:—Mrs. H. W. Petley, Mr. H. W. Bird, Mrs. G. H. Pennefather, Mrs. C. H. P. Hay, Mrs. Russell, Mrs. Pollock and Mrs. Dowbiggin.

The following donations are gratefully acknowledged:—

Sympathizer	$10.00
A. W.	3.00
Mr. L. Dunbar	50.00
Anon	5.00
A Friend	1.00

This is being spent on Chinese cotton-wadded quilts, and the first consignment will go off this week by direct boat to Vladivostok, addressed to the Canadian Red Cross.

Continued donations and contributions of any nature, or amount are asked for and will be sent off from time to time as soon as a sufficient quantity is collected and bought. Mrs. M. Moorhead, 159, Pear; Mrs. E. N. Stabb, St. John's Place, Garden Road; and Mrs. E. Dunbar, 7, Queen's Gardens are willing to receive and acknowledge anything sent to them during the winter months. Parcels may also be sent to the Helena May Institute, by kind permision of the Hon. Secretary.

AMMUNITION PROSECUTIONS

FIVE REVOLVERS IN A JUNK.

A Chinese was charged at the Magistracy, yesterday, with being in unlawful possession of five revolvers and 1,000 rounds of ammunition.

Mr. M. K. Lo appeared for the defence.

The ammunition, it was stated, was brought to the Colony by some person on the *Empress of Asia*. It was transferred to a junk belonging to defendant who was arrested after the Police had searched his boat.

Mr. Hutchison remanded the case, fixing bail at $1,000.

AMERICAN TOURIST FINED.

Mr. S. J. Clay, an American tourist staying at the Hongkong Hotel, was charged at the Magistracy, yesterday, with being in unlawful possession of an automatic pistol.

Sergeant Wills stated that the police did not take a serious view of the case and would be satisfied with a nominal fine. Mr. Clay had a licence for the revolver, but it was issued in Canada.

Mr. Clay said that he was only passing through the Colony and was not aware that a permit was necessary.

Sergeant Wills was in doubt as to whether it was necessary to ask the Court for the confiscation of the revolver. He understood that Mr. Clay did not want it any longer.

Mr. Lindsell fined defendant $10 and confiscated the revolver.

CHINESE TRAVELLER'S CASE.

A Chinese, described as a "*bona-fide* traveller, was fined $10 for being in unlawful possession of a revolver.

Inspector Brazil stated that the revolver was carried openly and no attempt was made to conceal it.

OPIUM SMUGGLING.

DRUG FOUND IN A TEAPOT.

Two Chinese were charged at the Magistracy, yesterday, with being in unlawful possession of 14 taels of opium.

One of the defendants assumed all responsibility, stating that he engaged the other, a coolie, to carry the drug. He himself had found the drug in a tea-pot left behind by someone on board the *Sunning*.

Mr. Hutchison fined defendant $1,000 and discharged the coolie.

WOMAN'S SURPRISE.

A Chinese woman, when charged with the unlawful possession of a quantity of opium dross, said that there was no one more surprised than herself when she discovered the opium concealed in her jacket pocket. She was fined $25.

TIED ROUND HIS LEG.

A Chinese was leaving by a Canton steamer when he was searched by Revenue officers. He had 8 taels of opium tied round his leg. At the Magistracy, yesterday, the man was fined $500.

CONCEALED IN A TRUNK.

Four taels of opium were concealed in a trunk. The owner of the trunk was arrested and charged, yesterday, but denied that the trunk was his. He stated that a pedlar had given it to him. The accused was fined $300.

ARMED ROBBERY IN DAYLIGHT.

TWO MEN ARRESTED.

A daring armed robbery in the heart of the City was attempted in broad daylight yesterday.

Six men, some armed with revolvers and the others with daggers entered a house in Bridges Street, near the Chinese Y.M.C.A. and set upon the inmates, whom they proceeded to bind up.

Fortunately, a servant girl who was in the kitchen escaped the notice of the robbers. She ran out into the street and raised an alarm. The Police, a number of Sanitary Board coolies and others hastened to the scene just in time to capture two of the robbers, who were trying to escape. The other four managed to get away in the general confusion. No booty was taken. The two men will be produced at the Magistracy to-day.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending November 22nd is as follows:—

	Receipts for week	Aggregate receipts for 47 weeks
This Year	$13,004	636,306
Last Year	13,716	649,815
Decrease	288	26,493

SATURDAY'S GYMKHANA MEETING

YESTERDAY MORNING'S GALLOP.

The following times were recorded yesterday morning, all gallops being on the Sand Course:—

Sand Martin, ½ mile.—36; 111.2/5; 1.45.2/5.

Rab, 1 mile.—37; 1.15; 1.49.2/5; 2.25.2/5.

Geordie Mac, 1 mile last ¼.—1.44.

Yeoman, ½ mile.—40; 1.16.1/5; 1.50.1/5.

Cue, 1 mile.—44; 1.23; 2.00; 2.34.

Cornet, 1 mile.—38.2/5; 1.14; 1.50.2/5; 2.34.1/5.

John Peel's Unnamed Sub., 1 mile.—46; 1.31; 2.13; 2.55.

John Peel's Brown, ½ mile.—41.2/5; 1.10; 1.53.

John Peel's Exhange, 1 mile.—39; 1.18.4/5; 1.56.1/5; 2.29.3/5.

Jamfly, ½ mile.—46; 1.28; 1.59.3/5.

Paddlebox, ½ mile.—46; 1.27; 2.02.

Lowe's Unnamed Sub., ½ mile.—46; 1.27; 2.00.

Ringwood, ½ mile.—38.3/5; 1.15; 1.48.2/5.

Tonic, ½ mile.—37.3/5; 1.14; 1.48.

Rheostat, ½ mile.—43; 1.21.2/5; 1.56.

Morning Star, ½ mile.—44; 1.25.1/5; 2.01.

Alexander, 1 mile.—35; 1.13; 1.48; 2.21.

Cherub, 1 mile.—37; 1.15; 1.49.3/5; 2.25.2/5.

Red Ensign, 1 mile.—36; 1.15; 1.48.3/5; 2.22.1/5.

Paper Money, 1½ mile.—46; 2.47.2/5; 3.20.

Swallow Snuffbox, ½ mile.—38.1/5; 1.13.4/5; 1.48.1/5.

Lovejoy, 1 mile.—45.4/5; 1.28; 2.02.1-5; 2.37.

Dalesman, last ½ mile.—40.3/5; 1.17.2/5.

Grayboy, ½ mile.—40; 1.14.

SPORT.

HOCKEY.

HONGKONG H.C. *v.* H.K. S.B. MOUNTAIN BATTERY.

The following will play for the Hongkong Hockey Club at 4.30 p.m., to-day at Happy Valley against the H.K. S.B. Mountain Battery:—O. H. Haskett, C. C. Hickling, M. L. Railton, E. J. B. Mitchell, Rev. Martin, J. P. Jones, R. A. Brand, E. L. Sim, W. H. Edmonds, B. D. Evans (capt.), and A. K. Mackenzie.

CRICKET.

C.R.C. 2nd. XI. *v.* 83rd. CO. R.G.A.

The following team will represent 2nd. XI. against 83rd. Co. R.G.A. on the C.R.C. ground, Causeway Bay, at 2.15 p.m. on Saturday:—Wan Iu Shing, Lo Man Fan, Yung Hin Lun, Li Ying Chiu, Li Cho Chi, Shum Hon Yeung, Lai Kuen, Chan Him Lee, Cheung Wing Kai, Tam Ha Sze and Wong Po Keung.

UNION CHURCH THREE-QUARTER CENTURY FUND.

G. M. S.	$ 300.00
Anon.	200.00
Mr. J. H. Wallace	100.00
Mr. A. G. Gordon	100.00
Mr. and Mrs. J. Mitchell	100.00
A. K. H.	100.00
R. H.	100.00
The Hon. Mr. H. E. Pollock	100.00
Anon.	100.00
Mr. J. L. McPherson	75.00
Mr. Jas. Macdonald	50.00
Mr. M. M. Murray	50.00
Mr. A. Stevenson	50.00
Mr. R. Hunter	50.00
Mr. T. Oliphant	50.00
Mr. P. D. Wilson	50.00
P. W. R.	50.00
Mr. J. M. Smyth	50.00
"Sugar"	50.00
Mr. D. McNeill	50.00
Mr. John McIntyre	40.00
Mr. W. Kerr	30.00
Mr. T. L. Scott	30.00
Dr. G. H. Thomas	25.00
Anon.	25.00
Miss Mitchell	25.00
Mr. R. A. Ferguson	25.00
Mr. A. G. Passmore	25.00
Mr. A. Hamilton	25.00
Mr. D. McNeillie	25.00
Mr. John Russell	25.00
Mr. R. Wallace	25.00
Mr. R. K. Duncan	25.00
J. McC.	25.00
Mr. H. Griffin	25.00
Inspector John Grant	20.00
Mr. D. Muir	20.00
Mr. John Ferguson	20.00
Mr. J. C. Fletcher	20.00
Mr. H. Dinnen	20.00
H. H. S.	20.00
Mr. W. Brown	20.00
Mr. D. Keith	20.00
Mr. S. Gray	20.00
Mr. D. Neilson	20.00
Mrs. L. J. Craig	15.00
Rev. H. R. Wells	10.00
Anon.	10.00
Mr. J. B. Spiers	10.00
Mr. J. Stewart	10.00
Mr. J. Maclachlan	10.00
Mr. G. McLeod	10.00
D. G. N.	5.00
Mr. G. Gerrard	5.00
Mr. W. L. Handyside	
Collections in Union Church on 16/11/19 and 23/11/19	361.49
Amounts previously acknowledged	7,262.69
	$10,134.18

CANTON NEWS.

CANTON, November 24th.

SHUM CHUN HUEN'S MOVEMENTS.

Shum Chun-huen, the Chief Administrative Director to the Military Government, has suddenly left for Kwangsi by the gunboat *Tung Hoi*, accompanied by Kwok Chun-shum (the chief adviser to the Tuchun) and two of his secretaries.

GENERAL LUK AND PEACE.

It is stated that Shum has been asked by General Luk Wing-ting to discuss at Kwangsi the question of a separate peace with the Peking Government, as proposed by Luk. It is alleged that Luk has been won over by the Peking Government and proposes to take in Shum as a confederate in dissolving the Military Government. For his co-operation in the project, Shum is to be offered a high appointment. Should he demur from joining hands with Luk, Shum would be detained at Kwangsi. Another message states in regard to Mok Wing-son's visit to Kwangsi recently, that Mok was also asked by General Luk to take part in the negotiations for a separate peace with the Peking Government and that Mok agreed. Mok, in consequence, is to be retained in the Tuchunship. The dissolution of the Military Government and of the Canton Parliament is considered imminent.

A NORTHERN REPRESENTATIVE.

A northern representative Kwok Tai-cho, who was sent by the ex-President, Li Yuen-hung, has recently arrived at Canton and has paid official visits to the Military Government and the authorities in order to sound their views as to the advisability of arriving at some understanding on the question of peace.

STUDENTS' STRIKE.

The students are still agitating for the dismissal of Ngai Pong-ping, the Superintendent of Police. The Civil Governor has asked the students to resume their studies, when the authorities will consider their demand for the dismissal of Ngai Pong-ping. The Superintendent of Police has deputed officers to act as censors in all the newspaper offices and to watch the movements of those working there. Members of Parliament have made a joint representation to the Directors of the Military Government to relieve Ngai Pong-ping of his office and the directors have accordingly asked the Tuchun to consider the matter. It is stated that the Tuchun is considering the question of dispensing with the services of Ngai Pong-ping and appointing San Po-fan (a Kwangsi leader) in his place.

THE MACAO RECLAMATION.

The Military Government has notified the Macao authorities that work on the reclamation of the Chingchow coast must be discontinued. It is pointed out that the reclamation infringes upon the authority of the Military Government in so far as some of the hills in Chinese territory are alleged to have been included in the project. The Portuguese are believed to have painted landmarks in white on the hills. The Portuguese Consul has been approached by the Military Government for an explanation.

November 25th.

PEACE PROSPECTS.

It is now reported that Luk held a meeting of the Kwangsi military leaders some time ago in Lungchow to discuss the question of arranging a separate peace with Peking. Tong Kai-yew, Tuchun of Yunnan, sent a representative to the meeting and agreed to the proposal.

Shum Chun-huen, the Chief Administrative Director of the Military Government, arrived at Wuchow yesterday. He is going to meet General Luk, for the purpose, it is believed, of discussing the question of peace, as he also has the intention of concluding peace with the Peking Government.

M.P.'S TO BE PAID BY PIECE-WORK.

The Military Government has paid the sum of $130,000 from the Custom surplus towards the expenses of the Constitutional Convention of the Canton Parliament. Owing to the irregular attendance of the M.P.'s at the meetings, the Speakers propose to issue vouchers for $25 to each member that attends a meeting. Without a voucher, the M.P.'s will not be able in future to obtain any money from the Treasury. By this means it is expected to secure proper attention to their duties.

MAHOMMEDANS OBJECT TO A NEW ROAD.

On hearing that a road is to be built from the North Gate of the city to the Canton Arsenal in Shak Cheng, the Mahommedans held a meeting and passed a resolution protesting against the scheme as it will destroy the Mahommedan graves just outside the gate.

TUCHUN AND SUPERINTENDENT OF POLICE.

The Tuchun, Mok Wing-son, who has just returned from Kwangsi, is indisposed. He has ordered Ngai Pong-ping, Superintendent of Police, to remain in office and not take any notice of the criticisms which have been levelled against him owing to the arrest of students and journalists.

PIANOFORTE RECITAL AT THE PEAK CLUB.

The programme for the pianoforte recital by Professor Sklarevski at the Peak Club to-night is as follows:—

"Allegro Fantasie," (Clock-Saint-Saens)
"Nocturne," "Valse," "Mazurka,"
"Scherzo" (Chopin)
Prof. SKLAREVSKI.

Song, (I.) "The Blind Ploughman" (Coningsby Clarke)
(II.) "Three" (Florence Aylward)
Mr. R. A. GREEN.

"Barcarolle," "Waltz Caprice,"
"Melodie" (Rubinstein)
Prof. SKLAREVSKI.

Song, "The Crown of the Year" (Easthope Martin)
Mr. R. A. GREEN.

"Romance," (Tchaikowski)
"Racocy March" (Liszt)
Prof. SKLAREVSKI.

SELECT YOUR COLD WEATHER UNDERWEAR AND HOSIERY AT

LANE, CRAWFORD & CO.



The new Winter Wear for Men is now being shown. Come and see the latest styles and designs—in Scarves, Silk Handkerchiefs, Ties—in Headwear and in every requisite for Evening Wear.

WINTER UNDERWEAR

We have a large stock of Woollen Underwear in all weights and sizes.

MORLEYS' SHETLAND SOFT WOOL (HEAVY).

VESTS sizes 33" to 38" ... $5.75 each.
PANTS " 32" to 38" ... $5.75 pair.

THETA ALL-WOOL LLAMA (LIGHT).

VESTS (half sleeves) $3.50 to $4.50
DRAWERS (to calf) $3.50 to $4.50
STOCKED IN ALL SIZES 32" to 46"

WOOLLEN SOCKS

Men's Ribbed Woollen SOCKS, in medium and heavy weights. They are all strong and reliable and represent the height of comfort for Autumn and Winter wear. Made in sizes to suit all.

Prices per pair $1 to $3.50.

JAEGER'S

KNITTED WAISTCOATS,
SWEATERS,
SCARVES, GLOVES.
DRESSING GOWNS Etc.

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UNIVERSAL IMPORT & EXPORT CO.

GENERAL COMMISSION AGENTS

(*Hotel Mansions, Top Floor*).

P.O. BOX 148.

VIROTYP TYPEWRITERS.

Put it in your pocket before you start and you will then be able to type *en route*. The only Typewriter which enables you to do this is the VIROTYP MINIATURE MACHINE which is no larger than the hand, weighs 1lb. and stands 1 inch in height. A marvel of ingenious mechanism.

Owing to the high rate of Exchange we have now reduced our prices to $15 & $20.

Distributed by UNIVERSAL IMPORT & EXPORT CO

VIOLIN SOLOS

A5859	Witches' Dance Variations on a theme by Corelli	Eddy Brown " "
A5843	Thais Concerto in E Minor	Kathleen Parlow " "
A5810	Nocturne in E Minor Caprice Basque	Eddy Brown " "
A2162	Valse Bluette Minuet in G	Kathleen Parlow " "
49454	Humoureske.	Tosca Seidel

Anderson Music Co., Ltd.,

16, Des Voeux Road. Tel. 1322.

Wm Powell Ltd.

TELEPHONE 346

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is absolutely all wool and unshrinkable. It is made by one of the oldest makers of Underwear in the United Kingdom, comfort being assured.

WE STOCK IT IN ALL WEIGHTS.

KNITTED WAISTCOATS AND SWEATERS.
GLOVES. SOCKS. Etc.

NEW ADVERTISEMENTS

ULU BENUT CONSOLIDATED RUBBER CO., LTD.

SUBSCRIPTION LIST CLOSES on THURSDAY, DECEMBER 4TH. Draft prospectuses can be had on application to the Undersigned.

BENJAMIN & POTTS,
VERNON & SMYTH.
Hongkong, November 25th, 1919. [1569

HONGKONG BOXING ASSOCIATION.

IT is proposed to form an Association to promote BOXING COMPETITIONS in the Colony. All those interested in the project are requested to attend at the Offices of Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, (First Floor) TO-MORROW (THURSDAY), NOVEMBER 27TH, at 5.30 P.M.

H. J. GEDGE,
F. C. JENKIN,
J. C. WILDIN.
[1570

P. & O. S. N. COY.

THE Steamship
"TRAZOS MONTES"
9,000 tons
will leave for
LONDON
via Vladivostock and Suez
about DECEMBER 1st.

For freight apply to—
MESSRS. MACKINNON MACKENZIE & COMPANY,
No. 23, Des Voeux Road,
Hongkong.
[1571

STRUTHERS & DIXON, (INC.)
NOTICE TO CONSIGNEES.
FROM SEATTLE.

THE Steamship
"ELKHORN"
having arrived from Seattle via ports, on November 24th, 1919, Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Import & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 A.M. on December 1st, 1919 by the Company's, Surveyors, Messrs Carmichael & Clarke.

All Claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after December 1st, 1919, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to sent in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agent.
1st Floor Powell's Building,
12, Des Voeux Road, C.
Hongkong, November 24th, 1919. [1572

S.S. "VICTORIA"
will be despatched
FOR MANILA, SANDAKAN, THURSDAY ISLAND AND AUSTRALIAN PORTS
hence on or about December 1st.

This steamer has magnificent first class accommodation and is fitted with wireless.

Freight and passage apply to the Company's Office, No. 225, Des Voeux Road, Central, 1st floor (Wing On Co., Ltd.'s building).

THE CHINA & AUSTRALIA STEAMSHIP CO., LTD.,
Agents.
Hongkong, Nov. 25th, 1919. [1573

TRY JAPANESE CHOW.

Sukiyaki Torinabe Chiri Yosenabe
Tenfura Kakimeshi
Just the season and best cooking
HOTEL CHITOSE
1st Class Hotel.
No. 6, Hau Fung Lane.
397

A. G. DA ROCHA.
IS THE AUCTIONEER.

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.
Queen's Road Central, Telephone No. 2322.

FAVOURED with instructions from The Concerned,
will sell by Public Auction, TO-MORROW (THURSDAY), November 27th, 1919,
at 2.15 P.M.,
at his Sales Room.
HOUSEHOLD FURNITURE AND EFFECTS:
Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Armchairs, Curios, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Tablecloths Hatstands and a long line of Sundries.
TERMS:—Cash on Delivery.
Hongkong, November 25th, 1919. 243

AUCTIONS

G. R.

PUBLIC AUCTIONS.

BY APPOINTMENT.

HUGHES AND HOUGH,
AUCTIONEERS TO THE GOVERNMENT AND ADMIRALTY.
General Auctioneers,
Share, Coal and General.
Produce Brokers

G. R.

PUBLIC AUCTION.

The Undersigned have received instructions from THE MARSHAL OF THE PRIZE COURT, to sell by Public Auction,

TO-MORROW (THURSDAY),

November 27th, 1919, at 11 A.M., at The Police Pier, Yaumati,
The Steam Launch
"BLACKHEAD,"

Built at Cosmopolitan Dock, 1907,
Length B.P. .. 52 feet.
Beam 10 „
Depth 5 „ 3 inches.

ENGINES—Compound Surface Condensing.
BOILER—Diameter 4 feet 9 inches x 5 feet 6 inches.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, November 20th, 1919. [1551

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 1st day of DECEMBER, 1919, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Wanchai Gap Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet	Annual Rent	Upset Price
			N.	E.	S.	W.		$	$
			feet	feet	feet	feet			
Inland Lot No. 2351.	South West of Inland Lot No. 2350, Wanchai Gap Road.		do	per.	sale	plan.	24,220	103	4,312

[1561

ITALIAN CONVENT BAZAAR.

On SATURDAY,
(NOVEMBER 29TH, and the following day),
Commencing each day at 10 A.M.

LADIES' DRESSES, CHILDREN'S FROCKS
TABLE COVERS, HANDKERCHIEFS,
BOYS' TUNIC AND SAILOR SUITS,
AND JERSEYS,
In a large variety of styles.

"LUCKY WELL" OF TOYS!

☞ Children's Stall of Xmas Toys, Dolls' Balls, etc. Sweets and Confectionary of every description.
Hongkong, November 18th, 1919.

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No. 129, Des Voeux Road Central,
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HONGKONG.
TELEPHONE No. 1532.

FOR SALE

POSTAGE STAMPS CATALOGUES

STANLEY GIBBON'S 1919 British Empire	at	$2.25
BRIGHT & SON'S A.B.C. Continent of Europe & its Colonies 1918-1919	at	$1.75
Foreign Countries 1919-1920	at	$1.75
WHITFIELD KING & CO.'S 1919	at	$2.00
YVERT ET TELLIER'S 1919	at	$1.00

GRACA & CO.,
No. 10, WYNDHAM STREET,
HONGKONG.
P.O. Box 630. 3

INTIMATIONS

NOTICE.

ON and after MONDAY, NOVEMBER 24TH, MR. R. RODENFUSER, Acting Agent of the MESSAGERIES MARITIMES will take charge of the Hongkong Agency.

J. TOURTET,
Acting Agent.
Hongkong, November 20th, 1919. [1558

NOTICE.

REPULSE BAY HOTEL.

IN Order to enable the Contractors to complete the work in connection with the above Hotel at the earliest possible date without interruption, and in order to avoid all possibility of damage to the Flooring, Tiles, Paint Work, etc., the public are requested to kindly abstain from visiting the Hotel as on and from this date until its completion and formal opening of which due Notice will be given by Advertisement in the Local Newspapers.

The Management of the Hotel feel sure that they may rely upon the ready co-operation of the public in the foregoing regard.

Dated this Sixth day of November, 1919.

FOR THE HONGKONG HOTEL CO., LTD.
Proprietors of the REPULSE BAY HOTEL,
J. H. TAGGART,
Manager.
1495

G. R.

NOTICE

ALL Persons, with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE, 1915.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding $50.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, September 22nd, 1919. 40

MOTOR SCHOONER "WEEGELAND."

TENDERS are invited for the purchase of the above SCHOONER as she lies in damaged condition in Shimonoseki Harbour. For particulars apply to Wurin Shokwai, Shimonoseki.
Hongkong, November 17th, 1919. [1537

MRS L. M. HUDSON,
SKIN AND HAIR SPECIALIST.

SUPERFLUOUS hair painlessly and permanently removed.
Bust development and bust reduction.
Chiropody a speciality. Late of Rochard College, Melbourne, Australia.
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Chater Road.
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LOST.

A Dark Brindle Bull PUP Bitch. Finder will be rewarded.
Reply to—
Box No. 1474,
Care of "Daily Press" Office.
[1474

TO SUB-LET.

NO. 4, HART AVENUE, Kowloon, 2 ROOMS.
Apply to—
Box No. 1564,
Care of "Daily Press" Office.
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TO LET.

SUITABLE FOR COAL STORAGE.

A VACANT PLOT of Land at Yaumati.
Apply to—
THE HONGKONG LAND RECLAMATION CO., LTD.
[1417

TO LET.

A VACANT PLOT of Land, Praya East.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[1395

FOR SALE.

PROFESSIONAL MOTION PICTURE CAMERA complete.
Apply to:—
ROOM 88,
KING EDWARD HOTEL.
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FOR SALE.

"MOUNT GOUGH" No. 121, THE PEAK. 6-Roomed House with Large Garden.
Apply—
LOXLEY & CO.,
York Buildings.
1485

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A. S. WATSON & CO., LIMITED.

ESTABLISHED 1871.

CONFECTIONERY:

we have received fresh stocks of

CADBURY'S
CHOCOLATES
and
BUCHANAN'S
CHOCOLATES:

King George—Bournville Nut—Queen's — Selected — Princess — Boudoir—Exquisite—Opera and other varieties.

A. S. WATSON & CO.,
LIMITED.
THE HONGKONG DISPENSARY.
12

MARRIAGE.

WILSON—PRIESTLAND.—At Colney, on September 23rd, by the Rev. H. Priestland, assisted by the Rev. C. W. Claridge, Vicar of St. Thomas', Norwich, J. G. P. Wilcox (Lieut. A. and S. Highlanders), only son of Mr. and Mrs. G. C. Wilson, of Shanghai, to DORA, youngest daughter of Rev. H. and Mrs. Priestland, of Colney Rectory, near Norwich.

DEATH.

BEART.—At the General Hospital, Shanghai, on November 20th, MONTAGUE BEART.

HONGKONG OFFICE: 10a, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG NOVEMBER 26TH, 1919.

THE DARDANELLES ADVENTURE.

WHEN the demand was made in the latter part of 1916 for the appointment of a Commission to inquire into the Dardanelles Expedition there were many who opposed it, in a fine frenzy of patriotism, on the ground that nothing should be done to distract attention from the supreme task of winning the war. This attitude was more creditable to the heart than to the head, because, apart from the fact that there was no reason why an investigation into the circumstances surrounding this ill-fated venture should interfere with the vigorous prosecution of the great struggle in which we were engaged, common-sense required that we should ascertain the causes of our failure in order to guard against similar errors in the future, and remove those responsible from further opportunities of doing mischief. It was due, also, to those who were wrongly suspected of neglect or incompetence that they should be re-instated in public esteem at the earliest possible moment. To have omitted until peace was restored would have been both unwise and unjust. There is always a natural inclination to look forward rather than backwards, and that, in part, explains the lack of interest in the final report of the Commission that has just made its appearance. It is true, of course, that most of the important points were covered in the interim report issued in the early part of 1917, but had it been otherwise it may be doubted whether, after this lapse of time, the disclosures would have attracted very much attention. In the first report it was explained that the Expedition was undertaken in order to create a diversion in favour of Russia, which was sorely pressed, and, regarded from this aspect, it was "fairly successful." It was expected, also, to have an important moral effect in the Balkans, and there is little doubt that it prevented Bulgaria from joining the Central Powers earlier and immobilised for a long time a large force of the Turks which might have been employed elsewhere. Therefore, although it did not attain its chief objective—the forcing of the Straits and the capture of Constantinople—it could not be described as a complete failure. The idea was admittedly a good one, for it promised great rewards at relatively small cost. The Commission state, however, that insufficient consideration was given to the successful carrying out of the necessary measures, and the difficulties were underestimated. One essential condition which was not fulfilled was Government concentration upon the enterprise with the resources then available and a limitation of the expenditure in men and material in the western theatre of war. It seems to have been recognised from the outset that combined naval and military operations were advisable, but when the project, which was first suggested on November 24th, 1914, came up for reconsideration on January 2nd, 1915, "Lord KITCHENER declared that troops were not available." The War Council's acceptance of this statement was described in the first report of the Commission as "unfortunate," because "investigations would have revealed otherwise." At that time, however, Lord KITCHENER's pronouncements were invariably regarded as beyond question, and the only choice, therefore, lay between a purely naval action and the abandonment of the whole scheme. In view of Russia's appeal, apart from the far-reaching results which the forcing of the Dardanelles promised, it was almost impossible to refrain from making some effort, and the alternative of sending some of our older warships to carry out a bombardment was adopted. This course was resorted to without insisting upon a clear expression of expert opinion. This was the first false step, "because the chances of surprise by amphibious attack offered such great military and political advantages that it would be mistaken and ill-advised to sacrifice them by a hasty and purely naval attack, which could not in itself secure the desired objects." The critical stage in the operations, however, was reached by the decision on February 16th, 1915, to mass troops in the neighbourhood of the Dardanelles. At that time no compromise was possible between vigorous combined operations and withdrawal from the adventure if the experiences gained during the bombardment were unsatisfactory. Four days later, however, Lord KITCHENER, "without informing Mr. CHURCHILL," who was First Lord of the Admiralty and author of the plan, cancelled the arrangements for dispatching a part of the military force which it had been decided to send, and the consequent delay of three weeks in the dispatch of troops "gravely compromised the probability of the success of the original attack by land forces and materially increased the difficulties of the final attack." When it was decided to abandon the naval attack, after the bombardment of March 18th, the whole position should, in the opinion of the Commissioners, have been reconsidered, and a special meeting of the War Council should have been summoned for that purpose. No meeting was held until a month later, and in the meantime important land operations were being undertaken. The Commission maintain that Lord KITCHENER should have ensured the studying by the Chief of the Imperial General Staff, Sir JAMES WOLFE-MURRAY, of the conditions of the military attack and the preparation of the general plan. Sir THOMAS MACKENZIE, High Commissioner of New Zealand, who was one of the Commissioners, urges that a body of military experts should investigate further the admissions of the witnesses that much life was frittered away through repeated frontal attacks, owing to the alleged absence of adequate artillery preparation. As regards the sufferings of the sick and wounded in the original landing, the Commissioners find that these were chiefly attributable to the fact that all arrangements were made on the assumption that the attack would be successful, and consequently that it would be possible to establish hospitals ashore. In the first report, the Commission exonerated Mr. CHURCHILL from the charge of having "rushed" the Cabinet into a hasty and ill-considered adventure in defiance of the warnings of his expert advisers at the Admiralty, and now they pay a tribute to General Sir IAN HAMILTON's gallantry, energy and determination in his extremely difficult task, especially as the Home authorities at first misconceived the nature and duration of the operations. At the same time, the Commission think that it would have been well if, in the light of events, Sir IAN HAMILTON had examined the situation disclosed by the first landings in a more critical spirit, and submitted a comprehensive statement regarding the advisability of the continuance of the operations. Sir IAN HAMILTON was understood to be reluctant to relinquish his task, believing that with re-inforcements he could accomplish it. The Commissioners add that, after Lord KITCHENER had confirmed Sir CHARLES MONRO's advice, the decision to evacuate should have been taken immediately. It is impossible to resist the conclusion that a unique opportunity of striking a most effective blow at the enemy was lost by failure to provide the comparatively modest land force which, at the outset, would have sufficed for the purpose. Even as it was, we were within an ace of success on more than one occasion.

Mr. G. P. Lammert returned to the Colony, yesterday, on the *Korea Maru*.

Mr. and Mrs. F. A. Wells returned to the Colony from Japan, yesterday, on the *Rhesus*.

Mr. and Mrs. Grant Smith have been confined to the house with influenza during the past ten days.

A Chinese grocer was fined $30 at the Magistracy, yesterday, for using false weights and measures.

Mr. E. L. Agassiz, solicitor, and Mrs. Agassiz, who were on a holiday in Japan, have now returned to the Colony.

Lieut.-General Chao Yueh-hsin and Mr. and Mrs. U. C. Galluzzi arrived in the Colony, yesterday, by the *Korea Maru*.

During a squall on Monday afternoon, a Chinese working on a lighter of the Kowloon Godown Co. fell overboard and was drowned.

A Chinese woman, 19 years old, attempted to commit suicide by jumping into the harbour, because her husband, she said, had grown tired of her.

Mr. Chan Kai-ming, a member of the Sanitary Board, was unable to attend the fortnightly meeting of the Board, yesterday, owing to indisposition.

Aboard the *Trazos Montes*, which arrived in Hongkong yesterday, were a number of repatriated Russian prisoners of war who are being taken to Vladivostock.

Those interested in the formation of a local Boxing Association are invited to all and a meeting to be held at Messrs. Johnson, Stokes & Master's offices to-morrow evening.

The s.s. *Trazos Montes*, which arrived at Hongkong yesterday, brought the 2nd. Battalion of the Wiltshire Regiment, and also Lieut. N. L. Hammond, who joins the 40th. Fortress Co. R.E.

The Hon. Mr. S. H. Dodwell and Mrs. Dodwell, and the Hon. Mr. J. Johnstone and Mrs. Johnstone were among the passengers who arrived in the Colony yesterday by the Korea Maru.

Miss H. A. C. Van de Flier, who is to deliver a lecture in Hongkong on December 1st, on the "Devastated regions of France," arrived in the Colony, yesterday, by the *Korea Maru*.

A pianoforte recital will be given at the Helena May Institute to-day at 5.30 p.m. Should Miss Metsy Wyers not arrive in time, Professor Sklarevski has kindly consented to take her place.

The two Chinese, who were charged the other day with demanding $15 by menaces from a Chinese woman whom they wanted to join their club, were sentenced at the Magistracy, yesterday, to six weeks' hard labour each.

A Chinese, sentenced to three months' hard labour for larceny, on October 8th, died in the Government Civil Hospital, on Monday. An inquest was held yesterday and a verdict of "death from natural causes" was returned.

The following cases of communicable diseases were reported in the Colony during the week which ended on Saturday:—Diphtheria, 3 (2 deaths); enteric fever, 3 (1 death); cerebro-spinal fever, 2 (2 deaths) and gastro-enteritis, 1 (1 death). A clean bill of health was returned for Sunday and Monday.

The latest places at which Bolshevik "missionaries" are reported to have appeared are Sumatra and Java. Twice during the past six weeks, the Dutch newspapers have printed despatches from these colonies recording the arrest of Bolshevik Chinese, apparently trained in the propaganda school for Chinese at Moscow, who were going to the islands to spread Bolshevism among the natives.

The employés of the Yokohama Tramway Company went on strike on November 14th and the tram service in the city was held up. Some 400 employés of the Yokohama Electric railway sent in a petition to the company recently demanding an 8-hour day and a 100 per cent. increase in wages and retiring allowances. The request was rejected. The employés have passed a resolution to leave en masse unless the company accedes to their request.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE PEACE TREATY.

REMAINING ALLIES WILL CARRY IT INTO EFFECT.

LONDON, November 21st.

In the House of Commons, replying to Mr. Arthur Henderson, Mr. Bonar Law said that the absence of President Wilson's ratification of the Treaty would not prevent the remaining Allies from carrying it into effect.

He assured the questioner and Sir Donald Maclean that the Government would not slacken its determination to see the League of Nations become effective.

THE ANGLO—FRENCH—AMERICAN TREATY.

LONDON, November 21st.

In the House of Commons, Mr. Bonar Law, replying to a question as to whether the action of the Congress made a difference to the Anglo—French—American Agreement, stated that the British undertaking was contingent on the Treaty being adopted by the United States. Hitherto, the Treaty had not been ratified by the Senate.

PARIS, November 21st.

Britain and France have exchanged ratifications of the above named Treaty.

EFFECT OF AMERICAN SENATE'S ACTION.

LONDON, November 21st.

The situation arising out of the American Senate's action in respect of the Treaty is regarded by the London Press as grave, though not yet desperate. In view of the momentous world issues involved, it is hoped that the ten days between now and the next session will be utilised to effect agreements between the opposing parties. A curious fact is that the action of the Senate leaves the United States technically at war with Germany, thus even the delay in ratification is serious as affecting the early stabilisation of world peace in the present serious economic position of Central Europe.

It is recognised that the power and authority of the League of Nations will be lamentably curtailed without America, hence the belief is expressed that the idealism which brought America into the war is still strong enough to permit her to complete the work.

AMERICAN DELEGATES PASSIVE.

PARIS, November 21st.

The American delegates continue to sit in the Supreme Council, but in a passive role.

DATE FIXED FOR FORMAL RATIFICATION.

LONDON, November 21st.

The Supreme Council has definitely fixed December 1st for the formal ratification of the Treaty and is working out plans so that the enforcement of the Treaty will not be hindered if the United States fails to ratify later.

EUROPEAN ECONOMIC SITUATION.

INTER-ALLIED COUNCIL OPENS IN ROME.

ROME, November 21st.

An Inter-Allied Economic Council opened to-day.

EASTERN GALICIA.

POLAND TO RECEIVE THE MANDATE.

LONDON, November 21st.

It is understood that the Supreme Council has decided to give Poland a mandate over Easter Galicia for 25 years, after which the League of Nations will determine the future of the territory.

THE LEAGUE OF NATIONS.

HOW SWITZERLAND WILL DECIDE.

PARIS, November 20th.

A Havas message says:—

The Swiss people are to be asked to decide by referendum whether they desire to enter the League of Nations.

SPAIN.

ECONOMIC AGREEMENT WITH BRITAIN AND FRANCE URGED.

PARIS, November 20th.

A Havas message says:—

Spanish Liberal circles urge an economic agreement with Britain and France.

GERMANY'S ARMED STRENGTH.

AUTHORITATIVE VIEWS FROM BERLIN.

LONDON, November 21st.

Discussing the estimates of Germany's armed strength, a subject to which much prominence has been given recently, an authority who has just returned from Germany has informed Reuter that there are three categories of armed men in Germany:—

Firstly, the National Army of 100,000 fixed by the Treaty of Versailles;

Secondly, the Public Defence Corps, estimated at 100,000, concentrated in cities and which is tantamount to a permanent military police, all being ex-soldiers and living in barracks;

Thirdly, the Citizens' Defence Corps, consisting of volunteers, which sprang into existence as a result of the Spartacist troubles last year, actively contributing to the repression of the disturbances. Its numbers are incalculable, but it is known to be well-armed and officered, and there is no doubt that the reactionaries count on its support. This force possesses organisations in the rural districts, besides the towns, and has stocks of arms and munitions broadcast over Germany for emergencies, notably in Pomerania, where every country house is an arsenal.

The authority states that, when he was in Berlin, he was much impressed with the growth of British prestige. The Germans, especially business men, believe that Britain is very sympathetic on the subject of the reconstruction of Germany and look very hopefully to Britain and the Colonies for raw materials, without which Germany must starve.

THE NEW FRENCH CHAMBER.

INTERESTING COMPARATIVE FIGURES.

PARIS, November 20th.

A Havas message says:—

The new French Chamber of Deputies is divided as follows:—

Conservatives	108
Progressives	121
Left Republicans	130
Radicals and Radical Socialists	127
Republican Socialists	29
Unified Socialists	55
Extremists	7

In the old Chamber, the figures were as follows:—

Conservatives	32
Progressives	50
Left Republicans	96
Radicals and Radical Socialists	249
Republican Socialists	37
Unified Socialists	105
Extremists	0

THE ITALIAN ELECTIONS.

SOCIALIST PREDOMINANCE IN THE CHAMBER.

LONDON, November 21st.

The *Daily Telegraph* correspondent at Milan states that it is estimated that the new Chamber will include nearly 400 new men. The greatest defeat has been sustained by the Giolittians, who once numbered 300 and are now only eight.

The remainder of the Chamber is made up as follows:—

Socialists	155
Catholics	98
Liberals and Conservatives	137
Democrats and Independents	80
Reformists	16

Exciting sessions are anticipated in consequence of the Socialist predominance.

ANTI-DUMPING BILL.

TRADE REGULATION COMMITTEE.

LONDON, November 21st.

The text of the Anti-Dumping Bill shows that the Committee it proposes to constitute to regulate the importation of food, with a view to preventing dumping, and the exportation of certain goods is to be styled the Trade Regulation Committee and will consist of the President of the Board of Trade, the Financial Secretary to the Treasury, the Parliamentary Under-Secretary for Foreign Affairs, the Secretary and the Comptroller of the Overseas Trade Department, the Permanent Secretaries of the Board of Trade and ten members of the House of Commons.

Orders will be made by the Board of Trade under various heads, and these will be submitted for the Committee's approval. The Board of Trade will be empowered to grant licenses for the importation of prohibited goods, having regard to the fact whether the restriction of imports is likely unduly to raise prices in the United Kingdom, and, as far as practicable, preference will be given to goods from other parts of the Empire.

SCOPE OF THE MEASURE.

According to a Reuter cable of November 19th, the Imports and Exports Regulation Bill proposes to constitute a Committee to regulate the importation of food, with a view to preventing dumping, and safeguarding key industries and those industries affected by the depreciation of foreign currency, also assisting the revival of hop-growing. The Bill will also put into effect the temporary regulation of the exportation of certain goods, the authorisation of the grant of credits, and the undertaking of insurances for the re-establishment of overseas trade.

HOUSING PROBLEM AT HOME.

GOVERNMENT ASSISTANCE ANNOUNCED.

LONDON, November 21st.

In the House of Commons, Dr. Addison, Minister of Health, stated that the Government will assist the local authorities to obtain money for housing, and will also financially assist small builders.

The Builders' Federation has agreed to see that each of its members has undertaken a fair share of work.

A Bill will be introduced preventing luxury building and protecting people from threatened eviction owing to inadequacy of housing.

RACING AT HOME.

PROBABLTS FOR THE MANCHESTER NOVEMBER HANDICAP.

LONDON, November 21st.

The probable starters for the Manchester November Handicap are as follows:—

Grand Fleet, A. Smith; The Planet, Robbins; King John, Wheatley; Gay Lord, Whalley; Not Much, Carslake; Golden Fleece, Slade; Royal Bucks, Jelliss; Aynsley, Crickmere; African Star, W. Balding; Jack Point, Brennan; Alasnam, Donoghue; William Allenby, Colling; Diogenes, F. Huxley; Chator, Shatwell; John Jackett, Weston; Wild Fellow, Garnett; Gotha, Ringstead.

The betting is as follows:—6 to 1 against Chator and Alasnam, 7 to 1 against King John and John Jacket, 100 to 8 against Grand Fleet and The Planet, 100 to 7 against Royal Bucks, Golden Fleece and Aynsley.

GERMAN DYES.

IMPORT INTO FRANCE FREE OF DUTY.

PARIS, November 20th.

A Havas message says:—

In future, the import into France of German colouring matters will be allowed free of import duty. The prohibition of exportation of foreign bonds by Germany will come to an end on November 30th, according to present legal regulations.

LONDON TO AUSTRALIA.

ANOTHER COMPETITOR LEAVES HOUNSLOW.

LONDON, November 21st.

A Blackburn aeroplane, entitled the *Kangaroo*, piloted by Lieutenants Hendle and Williams, competing in the flight to Australia, departed from Hounslow to-day.

NO NEWS OF LIEUT. MATTHEWS.

There has been no news of Lieut. Matthews, (who left on October 21st), since November 16th, when it was reported that he had landed at Mayence. The papers are drawing attention to the mysterious nature of the silence.

INDIAN FRONTIER FIGHTING

MAHSUDS ALREADY COWED.

LONDON, November 21st.

Reuter is informed that the majority of the Waziris have accepted the British terms.

One section deliberately did not participate at the recent meeting with the British; consequently, aerial operations against them will commence forthwith. The attitude of two sections is at present uncertain.

The effect of the air bombardment against the Mahsuds is already noticeable. They have begun to advance peace feelers.

SIR ROBERT BORDEN.

CONVALESCING AFTER RECENT ILLNESS.

OTTAWA, November 21st.

Sir Robert Borden, who has been convalescing in Virginia and Atlantic City, has accepted an invitation to accompany the Prince of Wales on the battleship *Renown* from New York to Halifax.

The Prime Minister's health has so greatly benefited that he will proceed from Halifax to Ottawa and resume his official duties.

It is announced that, during his recent visit to Washington, Sir Robert had an important conference with Earl Grey, the British Ambassador.

EARLIER CABLES.

THE SILVER MARKET.

CONTINUANCE OF DEMAND FROM ALLIED.

LONDON, November 20th.

Messrs. Montagu & Co.'s report dated November 20th attributes the strength of the silver market to the continuance of the demand from China, the scarcity of spot supplies, and the Mexican Government's decision to curtail silver exports from Mexico by one half.

It states that between April 1st and August 31st, India imported 98,000,000 ounces of silver, compared with 79,000,000 and 48,000,000 in the corresponding periods of 1918 and 1917 respectively.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL."]

THEFT FROM THE "NAM SANG."

SINGAPORE, November 25th.

The contents of six boxes containing gold consigned to the Chartered Bank, valde $40,000 were found to have been stolen from the strong-room of the *Nam Sang* when the clerks went aboard at Penang to take delivery.

A hole had been made in the steelplate strong-room behind the boxes. Evidently the robbery took place between Singapore and Penang, but must have been planned before leaving Hongkong.

SINGAPORE BROKER ON TRIAL.

SINGAPORE, November 24th.

A well-known Singapore broker, Harold Latham, at one time the head of Latham & Co., was charged at the Assizes this morning with criminal breach of trust as a broker, in respect of $68,925 belonging to the Danish captain Widnes. The case is proceeding.

LATER.

Mr. Latham was unanimously found not guilty and acquitted.

TYPHOON OFF CAPE PATARAN.

SINGAPORE, November 25th.

The *Hong Moh*, the *Bitom*, and the *Towa Maru*, which are arriving this morning, encountered a typhoon off Cape Pataran on November 22nd and were badly damaged. A sailor was lost on the *Towa Maru*.

THE WRECKED "FAZILKA" NOW BREAKING UP.

SINGAPORE, November 24th.

The *Fazilka*, ashore on the Nicobars, is now breaking up.

"THE BRAT."

THE FRAWLEY CO.'S SUCCESSFUL PERFORMANCE.

As an intensely emotional play, "The Brat," presented by the Frawley Company at the Theatre Royal last night, was almost as successful as "Scandal." It was a personal triumph for Miss Beatrice Prentice, who took the name part and gave a fine exhibition of passionate acting. It was a pathetic story. "The Brat" was only a bit of human flotsam, homeless and tearful, picked up in the city's "Red Light" district by the "man of the world," Macmillan Forrester (Mr. Albert Morrison), who, when he had no further use for her, was just going to let her return whither she had come. The poor little outcast then came into contact with another outcast of a different type, the drunkard, "Steve" (Mr. Homer Barnes). The Brat had heart enough to see that all was not bad in "Steve," for whom no one else had a good word, and when, finally, they went off together to "where the mountains are," one felt that in those humble hearts there reigned such love as would make a home somewhere in the quiet places of the earth.

Miss Gloria Fouda as "Augusta" and Miss Vera Doria as "Jane" were a pair of female "cats" whose contempt for "The Brat" could not be repressed. Mr. Frawley was another of those who helped to make the play a success. He was an almost perfect butler, with a love of liquor as his only failing. The scene in which he and "Steve" became gloriously inebriated was one of the most amusing in the play.

The audience clearly showed that the Company has not yet out-stayed its welcome. To-night "The Misleading Lady" will be staged.

Owing to the late departure of their ship for Singapore, the Frawley Company will remain in Hongkong a day longer than they intended, and they are giving, by special request, a repeat performance of "Parlor, Bedroom and Bath" on Saturday.

CITIZEN GUARDS OF LONDON.

At a meeting convened by the Lord Mayor of London and held at the Mansion House on October 6th, it was resolved that Citizen Guard Companies be enrolled and be affiliated for purposes of command, administration, and finance with the City Police Reserve; that these companies should be utilised only for the protection of life and property in the City of London, and only on occasions when the Commissioner of Police declares a state of emergency; and that each company should nominate its own officers, the commander in each case being responsible for his company to the Commandant of the City Police Reserve. Colonel Tempest Stotte has been appointed organising officer.

A SIX-HOURS' DAY.

ITS EFFECT ON INDUSTRY.

EXPERIENCE IN AMERICA.

Very largely attended was the joint meeting of the Economic Section of the British Association and that devoted to physiology with the sub-section of psychology. Special interest was displayed in the subjects introduced, viz., "Influence of the Six Hours' Day on Industrial Efficiency and Fatigue," and "American Experience."

Dr. H. M. Vernon, on a six hours' day, remarked that Lord Leverhulme suggested that instead of the usual eight-hour shift system, the workers should be put on to two six-hour shifts every day, viz., from seven a.m. to 1.30 p.m., and 1.30 p.m. to ten p.m., with half-hour breaks for meals. By this means the machinery would be kept running for seventy-two hours per week, and as the overhead charges for machinery were often higher than the cost of wages, it would still be possible to pay the workers as much for six hours' work as for eight hours' work, even if their rate of production did not improve in consequence of the shorter hours.

The available evidence did not indicate that there would be much improvement of output in many industries. In the tinplate trade the millmen sometimes worked eight-hour shifts and sometimes six-hour shifts, and their hourly output was found to be only 10 per cent. greater in the latter instance than in the former. In the iron and steel industry a reduction of shift from twelve to eight hours caused no increase of hourly output from blast furnaces and rolling mills, but 2 to 9 per cent. increase from open-hearth steel furnaces. In the cotton spinning mills of the United States a reduction of two or three hours in the weekly hours of work caused an almost proportional decrease of output. However, very different results were observed in certain munition industries.

The reason why reduction of hours caused such different effects in different industries was because of the various degrees to which the work was controlled by the personal element and by machinery. In sizing fuse bodies the men were not dependent on any machinery whatever, and could speed up to any extent they wished. In turning fuse bodies the women were, to some extent, limited by the speed of the machinery. It was probable that in most industries the eight-hour day did not cause more than a moderate amount of physical fatigue. Workers suffered rather from monotony and boredom, as many of them were engaged on the same task day after day and year after year.

Especially on these grounds, it was to be hoped that some such scheme as Lord Leverhulme's would gradually be adopted in the industrial world, but it could not come suddenly, as it might render us unable to compete in the open markets of the world with other countries which adopted, for instance, two 7½-hour shifts per day, instead of two six-hour shifts. Lord Leverhulme suggested that, in addition to six hours' factory labour, the workers should spend two hours daily in educational and physical training. There was much to be said for this plan.

AVERAGE AGE OF WORKERS.

Mr. P. Sargant Florence reported upon investigations made by a committee under the National Research Council of America, in co-operation with United States public health services. Their main report made a comparison between a ten-hour engineering factory and another of eight hours in the matter of output, accidents, lost time, and time labour wastage. They had brought out the importance of the different types of work in producing fatigue and the importance of rhythmical movements in industry. The general effect was in favour of the eight-hours' plan. The committee felt that the investigation should be extended. In regard to the extension of industrial life, the average age of the worker in the eight-hours' factory was 31, and in the ten-hours' factory 29 to 30. This suggested the problem of what happened to those over 45. It looked as if the stress of industry was one that told very heavily, and that the people were unable to continue. Conditions of labour ought to be made fit for people to remain longer in industry. The effect on physical conditions was due to noise, harmful air, and light conditions, muscular and eye strain. The presence of noise was the most important. Rhythmical conditions, such as those occurring in machine operations were characterised externally by an approximately uniform repetition. The time interval between operations or various steps in operations could be measured, and such measurements could be used as an index of the rhythm.

A method was devised of sitting up the machine to be studied with electrical contacts, so that each step in the operation could be recorded automatically. Chronometer records were also made of any variations in the work or working conditions. Experiments showed that in a simple movement such as tapping the co-efficient of dispersion on two subjects was 2.40 per cent. and 2.54 per cent. In the facing and scoring fuzering (hand-screw-machine type) the co-efficient in one operator was as low as 2.74 per cent.; in the experienced worker it was as high as 8.34 per cent. The fatigue of the day did not seem to lessen the rhythm of operation. Distraction such as the ringing of a bell did not seem to interfere with the rhythm. He suggested the rhythm might avoid fatigue. It relieved attention and its consequent fatigue.

(Continued at foot of next column.)

CHINA COASTING TRADE.

ULTIMATUM TO FORTY SHIPPING COMPANIES.

With a view to improving the status of European officers on certain ships engaged in the China coastal trade, the Marine Engineers' Guild and the China Coast Officers' Guild acting in co-operation, have, after long consideration, decided to present a demand for a minimum wage to some of the shipping companies, including companies on the rolls of the Ship-owners' Protection Association. Excluding 12 members of the latter association, the companies to whom the demand has been presented number about 30. Altogether about 60 ships, employing between 180 and 200 foreign officers and engineers are affected by the move made by the combined Guilds.

The demand is for a minimum wage according to the tonnage of the vessel for captains, chief engineers, and chief officers, and the minimum salary asked for is as follows:—

	Capt.	Chief Engineer.	Chief Officer.
For ships of under 250 tons	$450	$270	$275
For ships of 750 ,,	$450	$410	$385
For ships of ,, 2,000 tons	$600	$540	$525

It is interesting to note that the recent Shipping Commission in the Straits recommended, and the Government approved, that the minimum salary of a captain of a 500 ton steamer shall be $500, to which is added $47, equivalent to home leave on half pay. The chief engineer gets the same salary and the chief officer gets $360, with an addition of $37.

The demand was not sent to the Indo-China Company, the China Navigation Company, the China Merchants, the S. B. Company, or the Douglas S.S. Company, these companies being excluded because they pay fair salaries.

The new schedule which has been presented for acceptance by the Guilds represents an increase on locally current salaries of about 40 per cent.; but it represents little more than half the salaries paid by the companies named above and exempted from interference, when the other emoluments, such as Home leave, etc., are taken into consideration.

The members of the associated Guilds appear to be determined to proceed with the movement till they obtain the increase asked for, and it is to be hoped that a satisfactory settlement will be reached in view of the importance to the Colony of the China coastal trade.

WEDDED, BUT NOT A WIFE.

LONDON, September 15th.

Failure to obtain a licence to marry until after the religious ceremony is said to have invalidated the marriage of Frederick Spain, an ex-soldier, and Mary Dunn. The parties were "married" at the Roman Catholic Chapel, Felixstowe, in 1917 and they lived together as man and wife. A child was born, and at Preston yesterday Miss Dunn obtained an affiliation order against Spain, but the magistrates refused to grant a maintenance order. The English marriage law requires a licence to marry, issued by the civil authorities, in the case of all weddings other than those solemnised in a building of the established Church.

NEED FOR INCREASED PRODUCTION.

In the subsequent discussion, Sir Hugh Bell, who presided, remarked that unless we could persuade the community as a whole to produce more, our position would be most disastrous and alarming. (Hear, hear.) Abundance was better than scarcity, and unless that were recognised the world position would be terrible. A man who restricted his labour was a bad citizen. An employer who endeavoured to prevent the importation of articles from abroad was a bad citizen. (Laughter and cheers.) That had got to be preached in season and out of season. "If a solution can be found in shortening hours, in heaven's name let the hours be shortened, and do not let us try and do them by legislation. You would fail, and produce the result you did not anticipate." In the blast furnace and the steel trade the hours had been reduced to eight by arrangement with the men. The negotiations lasted for years until the men were persuaded that if the concession were made it must be made without increase in the cost of pigiron, and that was practically accomplished. The result had just been brought about in the steel trade. Therefore he thought it obvious when in large branches of industry shortened hours could be brought about by negotiation, legislation was not necessary. He had told Mr. Asquith when the minimum wage in coal-mines was introduced to meet hard cases, that it would have a most disastrous effect, and it had, for every case in the pit now was a hard case. Such hours of labour as would enable a man to put out the whole of his energy through the week, and be no worse off—those were the hours which should prevail. If, during that time, he did not do his full stunt of labour he was a bad citizen and defrauding his employer, just as much as the grocer who sold 15oz. to the pound.

Referring to wages, he said there was only one condition under which a man could make any more money, and that was to produce more. The consumer was the person for whom we all should be most concerned, and if we would only believe that it was his interest which should be consulted, and not the interests of capital and labour, we should be much more likely to come to the solution of the very difficult problems that [illegible]

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KOLCHAK.

THE MAN, HIS POST, HIS TROUBLES AND HIS FUTURE.

[FROM A CORRESPONDENT IN THE FAR EAST.]

It has always been exceedingly difficult to get definite and trustworthy news of what is going on in Siberia. Even between Omsk and Vladivostock there has hung a cloud. Trains are few and slow, and so are posts; and messengers, Russian and foreign, tell tales of infinite variety. Even the censor can do little to increase our ignorance of the true state of affairs. Some facts are, nevertheless, clearer than others.

The centre of the stage is, of course held by Admiral Kolchak. His character, according to some of his friends, is of a high type, though not of the type which we should expect to find in a dictator. He is not much of a Napoleon, though, in some respects, he is a finer man. Napoleon had a genius for politics; at least for the politics of his time and place. But Kolchak cares little for politics, and he is where he is only because other men put him there. Of unquestioned courage and probity, tireless in work, a remorseless enemy, a leader whose followers worship him like dogs, a man of insatiable curiosity in matters that have nothing to do with his profession, as well as a master of the theory and history of naval and military strategy he was, until the time of his accession, indifferent to politics. In 1918 he was in Japan trying to get service with the French, with the British, with anybody who would give him work in the way of his profession.

KNOX AND KOLCHAK.

On the ruins of the first Government, composed of members of all parties except the Bolsheviks, Kolchak was proclaimed Dictator. He accepted the office only because he was hard pressed by General Knox.

General Knox's share in the appointment of Kolchak, committing Great Britain to a definite participation in a Russian civil war, was no doubt purely military in its intention. Nevertheless, it inevitably involves us in the responsibility for subsequent political events. It is true that Kolchak has the support of some Russian Socialists, as well as of the property-owning class and the army. But even some of these were alienated by this coup d'etat, and there have been several outbreaks of opposition among the working-class.

More serious has been the alienation of the United States. The Kolchak party in Siberia had a great affection for the British, because the British have given them military help. But they criticise the Americans, who have refused to fight, though the American Red Cross, under Dr. Teusler, of Tokyo, has worked with enormous energy in the relief of distress, and American engineers under Colonel Stevens, have done something to restore the railway communications. The American Government has steadily refused to take sides in the civil war, and one or two officers who urged a change of policy have been sharply rebuked.

"JAPANESE INTERESTS."

The Japanese troops have been of no value except in maintaining order in the maritime districts. When they entered the country they very quickly disposed of the Bolshevik forces against them, but they have not gone west of the Manchurian frontier. They are, of course, protecting Japanese interests and nothing else, and by "Japanese interests" they mean exactly what an old Prussian meant by "Prussian interests;" spheres of influence, mining rights, timber concessions, and the like. The Japanese press has always been perfectly frank. It has never expressed any sympathy with Russia or Russians, and the philanthropic work of Japan in Siberia has been little more than that of the British, which was little enough. It is difficult to exaggerate the contempt or the hatred of the Russians for the Japanese.

If the report is true that Kolchak has now made an agreement with Japan in order to obtain military support against the Bolsheviks, then it means that he has done what he and every patriotic Russian would have been ashamed to do a few months ago. It is in itself an acknowledgment of great weakness and insecurity. The truth is that Kolchak himself is not master in his own house. He dictates to everybody but his own officers. He is alleged to be the only man of real democratic feeling in his Government. The others, like the military men on whom they depend, are more or less counter-revolutionary. Kolchak's incapacity for politics has led him to appoint some men who are not popular even with his own supporters. It is no bad trait in a dictator that he should be as willing to talk to a cabdriver as to a king, but he cannot safely appoint his Ministers in the same indiscriminating spirit. Kolchak has thus not got even the best available men to help him. When he wins his military victory, if he can win it, he will probably be swept away by his reactionary associates, and we shall see an attempt to revive the old system of government by Cossacks.—*Manchester Guardian.*

LEAVING THE ARMY.

U.S. OFFICERS FIND PAY INADEQUATE.

NEW YORK, October 6th.

Owing to the inability to make both ends meet on their present pay, over 1,700 officers of the United States Regular Army have resigned their commissions since the Armistice, the War Department reports. This number exceeds the total number of resignations in all the years between the end of the Civil War and the declaration of war on Germany in 1917.

In a few weeks it is expected the total will be further swelled by the resignations of officers on the regular establishment relinquishing their temporary, and acting ranks, many of whom, though they commanded corps and divisions, revert to the substantive rank of brigadiers and even colonels. Nearly all the commanders of formations in France will be "demoted," as it is called in the American Army, among them 18 divisional commanders, who will revert to the rank of colonel. Three corps commanders will become brigadiers again. Brigadier-General Foulois, of the Aviation Service, reverts to the rank of major. Major-General Biddle, who commanded the American troops in Great Britain will shortly be demoted to brigadier. A number of brigade commanders will also be back in their old ranks of major, and some even to captain.

(Continued on foot of next column.)

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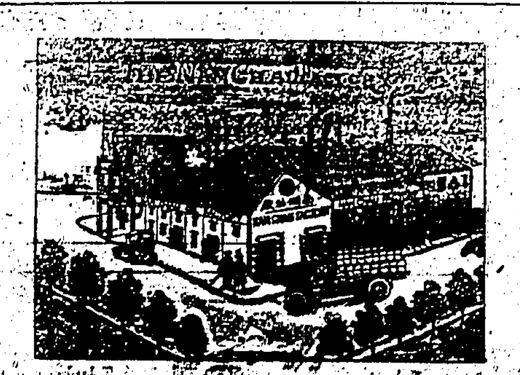
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THE VITAL NEED OF EXPORTS

SIR A. GEDDES' APPEAL TO IRON AND STEEL TRADE.

Sir Auckland Geddes, President of the Board of Trade, addressing the London Iron and Steel Exchange, declared that the iron and steel trades of the country were of great interest to the Government not only for immediate purposes, but for long distance purposes, because we had to face very difficult problems and find solutions for them. One of those problems was the finding of occupation for the big population which now had to engage in industry in some form or another. He did not know that it was fully realised yet, but it was a fact that one of the results of the war was that there were now more people in the country who had to earn their daily bread as wage-earners than there were before. That condition of affairs would be even more markedly so when the demobilisation of the Navy, Army, and Air Forces was complete. Roughly speaking, there were about 1,000,000 people, men mainly, but including a certain number of women, who would require to find employment within the next few months who were not at present employed in constructive industry. Unless they had a well and fully employed population they could not expect to have civil order or stable conditions in the country. (Hear, hear.) So far as the immediate prospects were concerned, he, personally, had no doubt that it was within their power so to increase the country's oversea trade that they would have in a very few months, perhaps, a greater volume of export trade than they had ever seen before, not only in money value (because the rises in prices were deceptive at the present moment), but in actual bulk of exports, because the world was absolutely crying for goods, and these sources of supply were not very numerous

MAKING TOO MUCH MONEY.

He was speaking the other day to a large manufacturer engaged in the iron and steel business about the conditions of industry, and he found him a strange blend of pessimism and optimism. At the end he said to this gentleman: "Well, I cannot quite make up my mind what to think. Will you tell me what is the matter with the iron and steel business at the present moment?" The reply was: "The fact of the matter is there are a great many people making too much money in it on the industrial side, and they are not ready to develop the industry to meet the strain which is coming on it in the future." That was the impression which he (Sir Auckland Geddes) had formed as the result of other elaborate investigations. It was quite clear that if after the supply of the goods the world wanted now had been effected, they were to maintain an active iron and steel industry in the country there would have to be a very great change in the development of the industry from what it was before the war. He did not want to suggest that the Government was going to interfere, because the more the Government could keep out of business the better it seemed to him—(hear, hear)—provided the men who were in the business were taking a big view, and saw beyond the business and their immediate interests—saw the national interest which, after all, was their own interest too. At the present time the greatest thing needed in business and industry was the large view and the long view. He knew many of the movements that were going on in the iron and steel industries, and he knew also that, quite honestly, there were men who were fighting against a greater development of the industry from short-sightedness. They saw the change, and they feared they might be hurt. It would be far better if the change were organised and developed within the industry itself.

A TRANSPORT POLICY.

They were now developing a great transport policy. No Government in the past had thought out what transport meant to an industrialised country, and what transport could do, but they had now got a machine established in the Ministry of Transport which would be able to think out and give effect to a complete transport policy which would have an enormous effect upon industry. If the great trades would cooperate it would be the greatest possible help to them in the development of their industries. There was a further thing the Government wished to do, for the metal industries of the country especially, and that was to develop real British standards so that there could be proper standardisation, which would help enormously, he believed, in connection with our export trades. (Cheers.) Those were lines upon which the Government were already moving, and if any of those present at any time had ideas which suggested that the Government could in certain directions do more to help than it was doing, those suggestions would be welcomed. Partly as a result of war measures he thought that one found everywhere traces of antagonism between industries and the Government and a sort of trying to keep the Government off. If there were an attempt of the Government to interfere with an industry that was putting its house in order he also would say "Keep off." But where it was help that the Government alone could give to an industry through its huge widespread machinery throughout the world, then it was surely quite a different thing, and it was on that side and on the lines he had indicated that the Board of Trade, as representing the trade side of the Government, was anxious and willing to render assistance.

PUSH THE EXPORT TRADE.

From the point of view of getting rid of the vicious circle of rising wages producing increased cost of living and bringing more paper money into circulation, it was a very vital thing that they should get the export trade of the country going. He would urge everyone present to try to push the export trade. (Hear, hear.) He had spoken to another person connected with the iron and steel trades, and had asked him how he was getting on with the export trade, and the reply was: "We are not bothering about it; we are far too busy at home and are making colossal profits!" This was not helping a bit, but was merely forcing up for themselves the cost of living—because big profits meant big prices. He did not say it would pay just as well for the moment, but it would pay far, far better in the long run to get the export trade going. He who helped in this direction would in

(Continued on page of next column.)

the long run, be helping himself. (Hear, hear.) They had now to face a period of great social difficulty, not the result of revolutionary propaganda, but arising from the fact that they were now a poor country. If the export trade was slow in recovering, they would have a much worse time to pass through than the country passed through in the early part of the last century after the Napoleonic wars—the period that led up to the Chartist riots. Exactly the same phenomenon was repeating itself. They were all coming down in economic level because of the poverty of the country, and the only way to meet the difficulty and mitigate its effects was to establish a large foreign trade. (Hear, hear.)



SATURDAY, NOVEMBER 29TH.
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The Race of the day
"ST. ANDREW'S CUP"—
H.E. The Governor has kindly consented to give away the cups at the conclusion of the meeting.

MONDAY, DECEMBER 1st.
At the Theatre Royal,
at 9.15 p.m.

LECTURE

By Mlle. H. Van der Flier.

Booking at Moutrie's.—Seats to any part of the Theatre $1.00 each. Soldiers and Sailors in uniform 20 cents each.

The Chair will be taken by His Honour Sir William Rees Davies, Kt., K.C.

The lecture will be illustrated by moving pictures of intense interest, among which is shown the bombardment of Antwerp. The photographs were taken from an aeroplane and German shells are plainly seen bursting over the town.

A quantity of beautiful bronze placques specially designed for the Fund by a famous Belgian artist will be sold by ladies before and after the lecture. A number of these placques were purchased by the Belgian Government for presentation to ladies in foreign countries who had helped in collecting money on behalf of the destitute and suffering people. Price $5.00 each.

Do not fail to purchase one of these beautiful placques of historic value. It will serve to remind you of the great victory of Freedom over Tyranny.

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DANCING will continue until Midnight.

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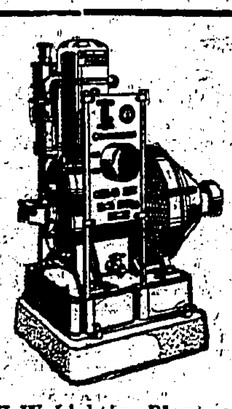
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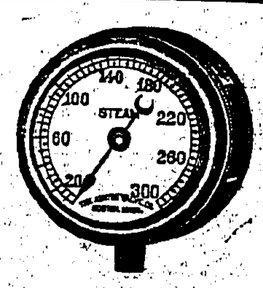
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SHIPPING NEWS

ARRIVALS.

November 25th.

Changsha, British str., 1,463, Capt. E. C. Gambrill, from Sydney, with a general cargo.—B. & S.

Duifjar, Norwegian str., 1,102 tons, Capt. N. Hjorth, from Bangkok, with a general cargo.—C.S.S.N. Co.

Eastern, British str., 3,588 tons, from Japan, with a general cargo.—P. & O.

Elkhorn, American str., 4,723 tons, Capt. S. Rustad, from Seattle, with a cargo of steel and iron.—Struthers & Dixon.

Eurylochus, British str., 3,660 tons, Capt. D. Williams, from Shanghai, with a general cargo.—B. & S.

Korea Maru, Japanese str., 11,816 tons, Capt. T. Ota, from San Francisco, which port she left on October 27th., with a general cargo.

Rhesus, British str., 4,294 tons, Capt. H. Wilkinson, from Yokohama, with a general cargo.—B. & S.

Taishin, Chinese str., 1,216 tons, Capt. H. Halkett, from Shanghai, with a general cargo.

Trazos Montes, Portuguese str., 5,833 tons, Capt. D. Buckley, from London and Singapore.—P. & O. Co

Tungshing British str., 1,173 tons, Capt. McAinsh, from Canton.—J. M. & Co.

CLEARANCES.

November 25th.

Chefoo, for Haiphong.
Chik Shang, for Swatow.
Hanyang, for Wuhu.
Hin Sang, for Sandakan.
Nam Wan, for Hoihow.
Soerabaya Maru, for Tokan.
Telemachus, for Saigon.
Tientsin, for Wuhu.
Tungshing, for Shanghai.

PASSENGERS.

ARRIVALS.

Per s.s. *Korea Maru*, on November 25th:—Mr. F. A. Joseph, Mr. and Mrs. M. T. Kennedy, Mr. W. Kievits, Mr. R. I. McCorkindale, Mr. R. McGreer, Mr. W. T. Pratt, Mrs. W. S. Thompson, Miss M. A. Thompson, Mr. and Mrs. J. Breault, Mr. J. H. Dilks, Mr. W. M. McQuaid, Mr. C. E. Quest, Mr. J. Wyllie, Mr. and Mrs. E. L. Agassiz, Mrs. M. Bisney, Mr. R. de Kat, Mrs. L. Steensby, Rev. A. E. Claxton, Miss A. H. Clark, Mr. T. M. Cramer, Lieut.-Gen. Chao Yueh Hsin, The Hon. Mr. S. H. and Mrs. Dodwell, Dr. H. Fowler, Mrs. M. Figueriedo, Mr. A. E. Fearnly, Mr. and Mrs. U. C. Galluzzi, Mr. and Mrs. D. R. Hewitt, Mr. and Mrs. F. N. Hoffstott, the Hon. Mr. John Johnstone and Mrs. Johnstone Mr. P. J. Kearny, Mr. A. E. Keen, Dr. Josephine Lawney, Mr. G. P. Lammert, Mr. D. W. Munton, Mr. A. P. Mathesius, Miss Ethel Morrison, Miss F. A. Mosher, Mr. A. Orloff, Mr. A. L. Pinkerton, Mr. and Mrs. B. W. Peterson, Mr. and Mrs. V. J. S. Rumble, Mr. A. H. de Silva, Mr. J. A. B. de Silva, Mr. W. H. Smith, Miss H. A. C. Van de Flier and Mr. E. G. Williams.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 25th

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	30·22	30·22	30.13
Temperature	64	50	61
Humidity	39	47	50
Wind Direction	North	NNE	East
" Force	3	1	2
Weather	b	b	b
Rain	—		—

Highest open-air Temperature on 24th...67
Lowest open-air Temperature on 25th . 49

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TJIKEMBANG	—		30th Nov.	SINGAPORE
TJIKINI ...	JAPAN		30th Nov.	JAVA
TJILATJAP ...	JAPAN	15th Dec.	6th Dec	BALIKPAPAN

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KATORI MARU (omitting Manila) Wednesday, 21st Jan., at 11 a.m.

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TAMBA MARU Friday, 5th Dec., at Noon.
MISHIMA MARU Friday, 19th Dec., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
TANGO MARU Wednesday, 24th Dec., at 11 a.m.
NIKKO MARU Middle of Jan.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama & Colon.
TOKIWA MARU Tuesday, 2nd December.
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SHINYO MARU (Bombay direct) Monday, 1st December.
TAMA MARU Tuesday 2nd December.
TOTOMI MARU Friday, 5th December.

CALCUTTA & RANGOON via Singapore & Penang.
NAGATO MARU Thursday, 27th Nov.
MURORAN MARU Thursday, 4th Dec.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU Saturday, 20th Dec., at 11 a.m.
AKI MARU... Saturday, 10th Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KITANO MARU Thursday, 27th Nov.
TOKUSHIMA MARU Monday, 1st Dec.
ASIA MARU (Kobe only) Thursday, 2nd December.
INABA MARU Thursday, 11th Dec, at 11 a.m.

EXTRA SERVICES (Marseilles, L'pool, Antwerp, R'dam H'burg etc.)
TSUSHIMA MARU (Marseilles & Liverpool) ... Wednesday, 10th Dec.
DURBAN MARU (London, Antwerp, Rotterdam & Hamburg) Middle of Dec.
PENANG MARU (Marseilles & Liverpool) ... Beginning of January.

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"ECUADOR," "VENEZUELA" AND "COLOMBIA."
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
The most comfortable route to America and Europe.
SAILINGS FROM HONGKONG AT NOON.
S.S. "VENEZUELA" ... Tuesday, Dec. 2nd, 1919.
S.S. "ECUADOR" ... Wednesday, Dec. 31st, 1919.
S.S. "COLOMBIA" ... Wednesday, Jan. 28th, 1920.
ALSO
The following U.S. Shipping Board vessels

	Sails from San Francisco	Due to sail from Hongkong
S.S. "WEST INSKIP" ...	Oct. 25th, 1919 ...	Dec. 17th, 1919.
S.S. "WEST CADDOA" ...	Oct. 30th, 1919 ...	Dec. 24th, 1919.
S.S. "WEST CONOB" ...	Nov. 1st, 1919 ...	Dec. 26th, 1919.
S.S. "WEST VACA" ...	Nov. 10th, 1919 ...	Jan. 3rd, 1920.
S.S. "WEST KADOR" ...	Nov. 20th, 1919 ...	Jan. 10th, 1920.
S.S. "WEST NERIS" ...	Dec. 28th, 1919 ...	Feb. 12th, 1920.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Central and South American ports.
For further information apply to—
PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road,
Telephone 141. Cable Address "SOLANO."

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATION

KOBE "CHAKSANG" ...Wed. 26th Nov., 5 P.M.
SHANGHAI "KWONGSANG" .. Thurs., 27th Nov., D'light.
HAIPHONG via HOIHOW "TAKSANG" ... Thurs., 27th Nov., 8 A.M.
MANILA "LOONGSANG" .. Fri., 28th Nov., 2 p.m.
SHANGHAI "CHOYSANG" ... Sun., 30th Nov., D'light.
STRAITS & CALCUTTA "KWAISANG" ...Mon., 1st Dec., D'light.
KOBE "LAISANG" ...Fri., 5th Dec., 5 P.M.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.
SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtsze Ports via Shanghai.
MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.
BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.
TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
For Freight or passage apply to
Telephone No. 315. JARDINE, MATHESON & CO., LTD., General Managers.

CP OS
SAILINGS
HONGKONG to VANCOUVER
(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

Steamers	From Hongkong	Due Vancouver
Empress of Asia ...	Nov. 27	Dec. 15
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan...	Jan. 14	Feb. 4
*Monteagle...	Jan. 3	Jan. 27
Empress of Asia ...	Jan. 22	Feb. 9
Empress of Japan...	Mar. 10	Mar. 31
Empress of Russia	Mar. 11	Mar. 29
*Monteagle...	Mar. 22	Apr. 15
Empress of Asia ...	Apr. 8	Apr. 26
Empress of Japan...	May 5	May 26
Empress of Russia	May 6	May 24
*Monteagle...	May 29	June 22
Empress of Asia ...	June 3	June 21
Empress of Japan...	June 30	July 21
Empress of Russia	July 1	July 19

Passages Fares Hongkong to United Kingdom.
Empress of Russia, 16,850 Tons Reg. / Empress of Asia, 16,250 Tons Reg. — Gold $553
Empress of Japan, 6,000 Tons Reg. / Monteagle 6,163 Tons Reg. — Gold $485
Fares & Sailings Subject to change without notice.
For Fares and other information please apply to
HONGKONG OFFICE.
Telephone 752. Cable address: CACANPAC.
CANADIAN PACIFIC OCEAN SERVICES

AUSTRALIAN ORIENTAL LINE.
HONGKONG TO PHILIPPINES, TIMOR, PORT DARWIN AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA" ...	25th November.	29th November.

Sailings Subject to Alteration.
These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand & Tasmanian Ports.
For freight or passage apply to— BUTTERFIELD & SWIRE, Agents. [1425

GLEN AND SHIRE
Joint Service of Steamers.
U.K. STRAITS, CHINA & JAPAN SERVICE.
OUTWARDS.

Vessel	Due Hongkong
"GLENAPP" ...	28th Nov.
"GLENSTRAE" ...	12th Dec.
"GLENAMOY" ...	15th Dec.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"CARDIGANSHIRE ...	5th December ..	GENOA & LONDON
"CARMARTHENSHIRE"	7th December ...	LONDON & ANTWERP

Movements are subject to change without notice.
For freight or further particulars please apply to:—
Jardine, Matheson & Co., Ltd.,
AGENTS: { The Glen Line, Ltd:
The Royal Mail Steam Packet Co:
Owners of "Shire" Line:
Tel. No. 315, sub. ex. 23. [17

Cable Address Kawakisen, Kobe. Bentley's, A.B.C. 5th Ed. and Scott's Codes.
Telephone: Sannomiya 3814, 3933.
KAWASAKI KISEN KAISHA
(KAWASAKI STEAMSHIP CO.)
CAPITAL PAID-UP Y20,000,000
President: Mr. Y. Kawasaki.
Vice-President: Mr. K. Matsukata.
Managing Director: Mr. Masata Abe.
The Company has on hand a Large Number of
NEW CARGO STEAMERS
ALWAYS READY FOR
CHARTERS of all descriptions.
The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.
And, under the Company's management:—
Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)
For Charter Rates and all other particulars apply to the
KAWASAKI KISEN KAISHA,
No. 8, Bund, Kobe.
[1400

AMERICAN & ORIENTAL LINE

For NEW YORK via Panama Canal
S.S. "SUVERIC" sailing about end of January.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

15

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
to
UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to Reiss & Co., Canton.

4

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"SINKIANG"	On 27th Nov., Noon.
SWATOW & SINGAPORE	"LINAN"	On 28th Nov., 7 A.M.
SHANGHAI & TSINGTAO	"CHENAN"	On 29th Nov., 4 P.M.
SWATOW and BANGKOK	"HANCHOW"	On 2nd Dec., 9 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36

4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW. AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina ...	WEDNESDAY,	26th Nov., at Noon.
"HAIHONG"	Capt. J. W. Evans ...	FRIDAY,	28th Nov., at 1 P.M.
"HAICHING"	... Capt. A. H. Stewart	TUESDAY,	2nd Dec., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

3

NEW YORK DIRECT.

Joint Service of the
"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD).
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD).

Sailings from Hongkong.

"KNIGHT TEMPLAR ... via Panama 23rd Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
Subject to change without notice.
For freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON REISS & CO., CANTON.

4

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"TRAZ-OS-MONTES"	9,000	1st Dec.	London via Vladivostock & Suez, Straits, Ceylon, Bombay, Marseilles & London direct.
"DILWARA"	5,500	16th Dec.	
"NOVARA"	7,000	19th Dec.	
"KASHGAR"	9,000	29th Dec.	—Do—

BRITISH INDIA-APCAR SAILINGS (South)

"ARRATOON APCAR"	4,500	23rd Dec.	Straits, Rangoon and Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	27th Nov. 3 P.M.	Sandakan, Timor Port Darwin, Thursday Island, Queensland, Ports and Sydney.

SAILINGS TO SHANGHAI & JAPAN

"KASHGAR"	9,000	27th Nov. 10 A.M.	Shanghai, Kobe & Yokohama
"ARRATOON APCAR"	4,500	1st Dec.	Shanghai & Kobe
"DILWARA"	5,500	4th Dec.	Shanghai

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 5ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

1

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe).

"ENDICOTT"	About	Dec. 2nd.
"ELKTON"	About	Dec. 5th.
"WYTHEVILLE"	About	Dec. 5th.
"ELDRIDGE"	About	cc. 10th.
"EDMORE"	About	Dec. 24th.
"CITY OF SPOKANE"	About	Jan. 5th.
"ICONIUM"	About	Jan. 20th.
"SEATTLE SPIRIT"	About	Feb. 1st.
"WHEATLAND"	About	Feb. 15th.

For PORTLAND direct.
(Calling at Shanghai and Kobe).

"WABAN"	About	Dec. 19th.
"WAWALONA"	About	Dec. 29th.

Through Bills of Lading issued to Overland Common Points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 1477 & 2478. Fifth Floor, HOTEL MANSIONS.

FOR NEW YORK.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

will be despatched for NEW YORK, via SUEZ CANAL on or about December 6th.

For Freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
Agents.

1222

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SIBERIA MARU	20,000	Nov. 28th. (from Kobe)
KOREA MARU	20,000	Dec. 2nd.
*NIPPON MARU	11,000	Dec. 8th (from Yokohama
TENYO MARU	22,000	Dec. 18th.
SHINYO MARU	22,000	Jan. 15th.
PERSIA MARU	9,000	Feb. 3rd, 1920.

*omitting Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
KIYO MARU	17,200	Jan. 9th, 1920.
ANYO MARU	16,800	Mar., 13th. "
SEIYO MARU	14,000	May, 11th "

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager.
King's Building.

Telephone 2374 and 2375.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... 20,000	On or about 11th Jan 1920
	"AMAZONE" ... 10,000	On or about 26th Jan.
MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"SPHINX" ... 20,000	On or about 10th Dec
	"ANDRE LEBON" 22,000	On or about 26th Dec.
SHANGHAI	"SCHARNHORST"	On or about 30th Dec.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY;

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALPS MARU"	Beginning of December.
"AMUR MARU"	End of Dec. or early Jan.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.

"SUMATRA MARU" Middle of December.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU"	Thursday, 27th November.
"KASADO MARU"	Friday, 7th December.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly services

"UNNAN MARU"	Monday, 1st December.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJIRI MARU"	Thursday, 11th December.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

†	"CANADA MARU"	Thursday, 27th November.
*	"ARABIA MARU"	Saturday, 20th December.

† calling at Manila
* calling at Shanghai

JAPAN PORTS—Moji, Kobe Yokkaichi, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU"	Sunday, 30th November

For TAKAO via SWATOW and AMOY.

"SOSHU MARU"	Thursday, 4th December.

For sailing dates and further particulars please apply to—

Y. YASUDA.
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

23

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" 15,000 tons. "CHINA" 10,200 tons. "NILE" 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING"	"CHINA"	"NILE"
13th Jan. 1920.	Jan. 31st, 1920.	Dec. 20th.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent.
Ice House Street. Tel. 1023.
Prince's Buildings.

POST OFFICE NOTICE.

The Money Order Service with the Philippine Islands has been temporarily suspended.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Straits	*Kashgar*	26th Nov.
Straits	*Kitano Maru*	26th Nov
Straits	*Doylestown*	26th Nov.
Shanghai	*Chenan*	26th Nov.
U.S.A., Canada and Shanghai	*Methven*	26th Nov.
Japan	*Nagato Maru*	26th Nov.
Australia and Manila	*Victoria*	27th Nov.
Straits	*Arratoon Apcar*	29th Nov

OUTWARD MAILS

For	Per	Date
Macao	*Sui An*	Wednesday, 26th, 8.30 A M
Swatow, Amoy and Foochow	*Quinnebaug*	Wednesday, 26th, 11.00 A M
Haiphong	*Hanoi*	Wednesday, 26th, 1.00 P M
*Straits and *Bangkok	*Derawongse*	Wednesday, 26th, 1.00 P M
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt & *EUROPE via SUEZ. The Parcel Mail will be closed on Tuesday, 25th Nov., at 5 p.m.	*Rhesus*	Wednesday, 26th, Registration 12.45 P M; Letters 1.30 P M
*Japan via Kobe	*Chakeang*	Wednesday, 26th, 4.00 P M
Macao	*Chenchow*	Wednesday, 26th, 4.30 P M
Saigon	*Lienshing*	Wednesday, 26th, 5.00 P M
Hoihow and Haiphong	*Takeang*	Wednesday, 26th, 5.00 P M
*Shanghai and *North China	*Kwongsang*	Wednesday, 26th, 5.00 P M
*Straits and *Bangkok	*City of New Castle*	Wednesday, 26th, 5.00 P M
Macao	*Sui An*	Thursday, 27th, 8.30 A M
*Shanghai, N. China and *Japan via Moji	*Kashgar*	Thursday, 27th, 9.00 A M
*Shanghai, *North China & *Japan via Kobe	*Kitano Maru*	Thursday, 27th, 10.00 A M
Philippine Islands, *Japan via Moji, *Canada, *United States, *Central and South America and *EUROPE via VICTORIA, B.C.	*Canada Maru*	Thursday, 27th, Registration 9.15 A M; Letters 10.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and EUROPE via VANCOUVER, B.C.	*Empress of Asia*	Thursday, 27th, Registration... 9.45 A M; Letters ...10.30 A M
Straits and Bangkok	*Eurylochus*	Thursday, 27th, 3.00 P M
Macao	*Chunchow*	Thursday, 27th, 4.30 P M
Hoihow and Tourane	*Kwai Wah*	Thursday, 27th, 5.00 P M
*Swatow and *Straits	*Linan*	Thursday, 27th, 5.00 P M
Macao	*Sui An*	Friday, 28th, 8.30 A M
Swatow, Amoy and Foochow	*Hai Hong*	Friday, 28th, Noon
Philippine Islands	*Loongsang*	Friday, 28th, 2.00 P M
Macao	*Chunchow*	Friday, 28th, 4.30 P M
Macao	*Sui An*	Friday, 28th, 8.30 A M
Shanghai and North China	*Chenan*	Saturday, 29th, 3.00 P M
Macao	*Chunchow*	Saturday, 29th, 4.30 P M
Macao	*Sui An*	Sunday, 30th, 8.30 A M
Swatow, Amoy, and Formosa via Keelung	*Kaifa Maru*	Sunday, 30th, 9.00 A M
Straits and Bangkok	*Tyfoeng*	Monday, 1st, 3.00 P M
*Swatow and *Bangkok	*Kanchow*	Tuesday, 2nd, 8.00 A M
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES	*Tambo Maru*	Friday, 5th, Registration 9.45 A M; Letters 10.30 A M

*Correspondence bearing vessel's name only.



PHILIPS ARGA

THE IDEAL LIGHTING UNIT for the OFFICE, HOME OR CLUB

A drawback to the domestic use of the ½ Watt lamp has been that until quite recently they could only be made and used economically in large candle powers.

This problem has been solved in the "ARGA" which we now present for your trial and certain approval.

Supplied in 25 and 32 Candle Powers. PRICE 50 cts. each.

Special prices given for large quantities.

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG. [23

WEATHER REPORT.

November 25th, at 11.44.—No returns from Vladivostock or Japan.

Pressure has increased considerably at Weihaiwei, moderately at Shanghai, and slightly over Indo-China. It has increased slightly along the south-east coast of China and Formosa.

The anti-cyclone has weakened.

Fresh monsoon will continue along the south-east coast of China and over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 73.43 inches, against an average of 81.77 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	N.E. winds, fine; fine.
Formosa Channel	N.E winds, strong.
South Coast of China between Hongkong and Lamocks	The same as No. 1
East Coast of China between Mongkong and Hainan	The same as No. 1

PALACE HOTEL, KOWLOON

Corner of Haiphong & Hankow Roads

Tel. No. 2. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE.

Special Arrangement for Families on Application to—

J. H. OXBERRY, Proprietor.

91

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June, 1919.

With Index, Price $7.50.

On Sale at the Hongkong Daily Press Office.

COMMERCIAL.

OPENING QUOTATIONS.

	November 25th
On London.—	
Telegraphic Transfer	6/1½
Bank Bills, on demand	6/1⅝
Bank Bills, at 30 days' sight	6/2⅛
Bank Bills, at 4 months' sight	6/2⅜
Credits, at 4 months' sight	6/2⅜
Documentary Bills 4 months' sight	6/2⅜
On Paris.—	
Bank Bills, on demand	—
Credits, at 4 months' sight	104?
On New York.—	
Bank Bills on demand	104⅜
Credits at 60 days' sight	106½
On Bombay.—	
Telegraphic Transfer	2.9
Bank Bills, on demand	—
On Calcutta.—	
Telegraphic Transfer	229
Bank Bills, on demand	—
On Shanghai.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	207
On Yokohama.—On demand	2??
On Manila.—On demand—Pesos	2??
On Singapore.—On demand	71¼
On Batavia.—On demand	71⅛
On Haiphong.—On demand	nom
On Saigon.—On demand	nom
On Bangkok.—On demand	nom
Sovereigns, Bank's Buying Rate	$ 3.85
Gold Leaf, 100 fine, per tael	$27.10
Bar Silver, per oz.	7?d.

Subsidiary Coins

	Per cent
Hongkong ...20 cents piece	...$0.00 Discount
Hongkong ...10 "	... 0 10 "
Canton 20 "	... 2 45 Premium
Canton 10 "	... 0 0 0 "

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the Hongkong and Shanghai Banking Corporation
N. J. STABB,
Chief Manager.

Hongkong November 2nd 1919. 10

THE BANK OF TAIWAN, LIMITED,

(Taiwan Ginko).

Incorporated by Special Imperial Charter 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 37,500,000
Reserve Funds	" 7,021,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe Osaka Moji.

FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London, County, Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.
Hongkong Branch,
3, Des Vœux Road, Central.
Hongkong, November 1st, 1919. [52

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—No. 2, Queen's Road Centl.

Paid-up Capital $2,000,000.00

Directors:

Mr. Pong Wai Ting, Chairman.

Mr. Chow Shou Son,	Mr. Kan Ying Po,
Mr. Li Koon Chun,	Mr. Chan Kai Ming,
Mr. Mok Ching Kong,	Mr. Fung Ping Shan,
Mr. Wong Yun Tong,	Mr. P. K. Kwok,
Mr. Chan Ching Shek,	Mr. Ng Chang Luk.

Chief Manager:—Kan Tong Po.
Assist. Manager:—Li Tee Fong.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 3 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 % per annum.
For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG PO, Chief Manager.
[1060

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Vœux Road Central
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 3%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.
Hongkong, July 7th, 1919. [207

A HIGH GRADE VIRGINIA:—

THE CARRICK CIGARETTE

VIRGINIA BLEND

DISTINCTLY HIGH CLASS MADE BY HAND

Lambert & Butler

ENGLAND.

SOLD BY ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co. (China), Ltd

BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK).

Subscribed Capital	F. 75,000,000
Paid Up	F. 37,500,000
(1/3 of the Capital, i.e. subscribed by the Government of the Chinese Republic.)	F. 25,000,000
Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.
BRANCHES:

Marseilles	Canton
Peking	Saigon
Shanghai	Haiphong
Tientsin	Yunnanfu
Hongkong	Vladivostock
Hanoi	Foochow

BANKERS:

In FRANCE: Société Général pour favoriser le Developpement du Commerce et de l'Industrie en France.
In LONDON: London County Westminster & Parr's Bank, Ltd. London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL,
Manager.
Hongkong, September 10th, 1919. [58

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London

Authorised Capital	£1,500,000
Subscribed "	1,500,000
Paid-up "	750,000
Reserve Fund & Rest	765,700

Bankers:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

Branches:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bhara	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore
Port Louis (Mauritius).			

Hongkong Branch.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDYS,
Acting Manager.
c. 7, Queen's Road Central.
Hongkong, April 7th, 1919. [84

THE BANK OF CHINA

中國銀行

(Specially Authorised in China by Presidential Mandate of 22nd November, 1917.)

Authorised Capital	$60,000,000
Paid-up Capital	$12,279,800
Reserve Funds	$ 3,197,400

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.

(Peking): Haiting, Tungchow. (North): Miyun, Chohsien, Pahsien, Nipingsan, Hsuanhua. (Chihli): Tientsin, Paotingfu, Lutai, Tsinhsien, Sangfang, Shuntehfu, Tangshan, Taming, Choluhsien, Weinsien. (Manchuria): Changchun, Moukden, Kirin, Tsitsihar, Newchang, Liaoyuanchow, Hebo, Hsinmingfu, Taonanfu, Harbin, Dalny, Antung, Tiehling, Chinghsien, Sifeng, Hulan, Suifenfu, Hailunfu, Ninguta, Kungchuling, Liaoyang, Fuyu, Yenchi, Kaipingsien (Hupeh): Hankow, Shasi, Ichang, (Hunan): Changsha, (Kiangsu): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wusih, Huchowfu, Tungchow, South): Tsinkiangpo. (Shantung): Tsinan, Tsingtao, Chefoo, Tenghsien, Lintsinhsien, (Shansi): Taiyuanfu, Yunsheng, Sinkianhsien, Tatungfu. (Honan): Kaifung, Chowkiakow, Hanhsien, (Kwangtung): Hongkong, Canton, Swatow, Kiungchow. (Fukien): Foochow, Amoy, Hankong, Chuanchowfu, Changchowfu, Santuao. (Chekiang): Hanchow, Shaoshing, Huchowfu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen (Kiangsi): Nanchang, Kiukiang, Kanchowfu, Chintenchen, Chian. (Anhwei): Wuhu, Anking, Pangkow, Luchowfu, Tatung, Tungki, Luan. (Szechuen): (Kweichow): Kweiyangfu, (Shensi): Siantu, Hangchungfu. (Suiyuan): Kweihwating, Paotowchen (Taching): Kalgan, Fengchen, (Urga): Urga, Hailatsu.

HONGKONG BRANCH.

Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE PEI,
Manager.
Hongkong, May 15th, 1919. 871

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital	£1,200,000
Reserve Fund	£2,100,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.
Hongkong, April 8th 1919.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £7,500,000, at 2/—=	$15,000,000
Silver	$21,000,000
	$36,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
J. A. Plummer, Esq.—Chairman.
Hon. Mr. E. V. D. Pare—Deputy Chairman.

J. W. C. Bonnar, Esq.	P. H. Holyoak, Esq.
A. H. Compton, Esq.	Hon. Mr. J. Johnstone.
Hon. Mr. S. H Dodwell.	W. L. Pattenden. Esq
C. S. Gubbay, Esq.	Ross Thomson, Esq.

Chief Manager:
Hongkong—N. J. Stabb, Esq.

Manager:
Shanghai—A. G. Stephen, Esq

London Bankers:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On Fixed Deposits.
For 3 months, 2½ per cent. per annum.
" 6 " 3½ " " "
" 12 " 4 " " "

N. J. STABB,
Chief Manager.
Hongkong, November 6th, 1919. 9

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital	Frs. 48,000,000
Reserves	" 50,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostock
Hanoi	Pondichery	

Bankers:
IN FRANCE: Comptoir Nationa d'Escompte de Paris; Credi Lyonnais; Banque de Paris et des Pays-Bas; Credit Industrial et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England Ltd Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. SIBE,
Acting Manager.
Hongkong, October 21st, 1919 109

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